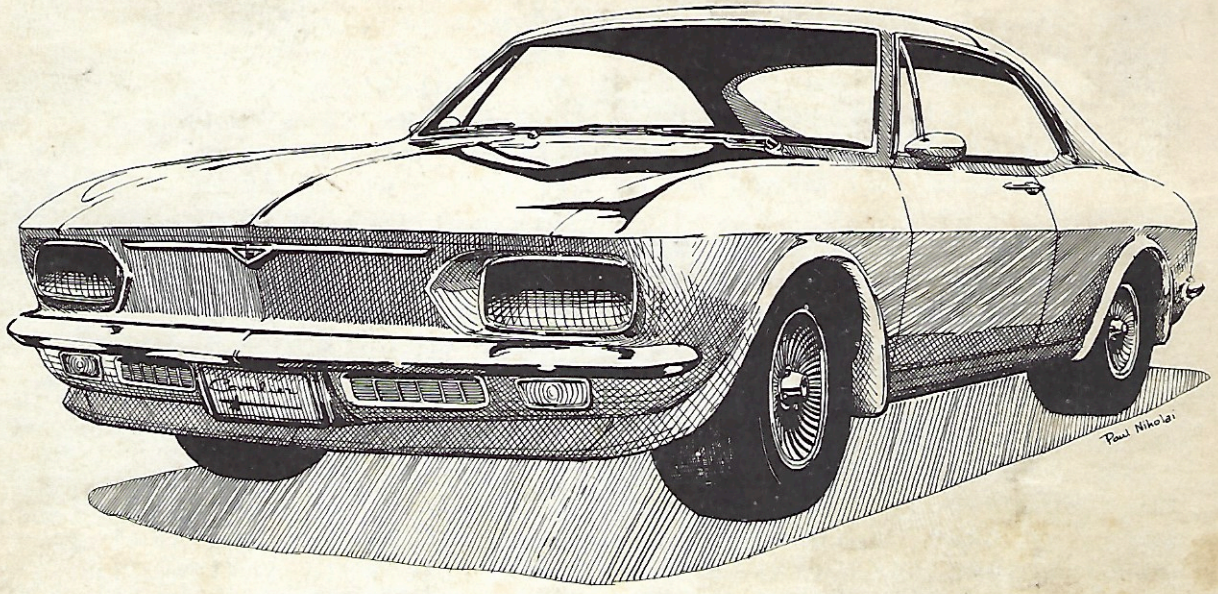
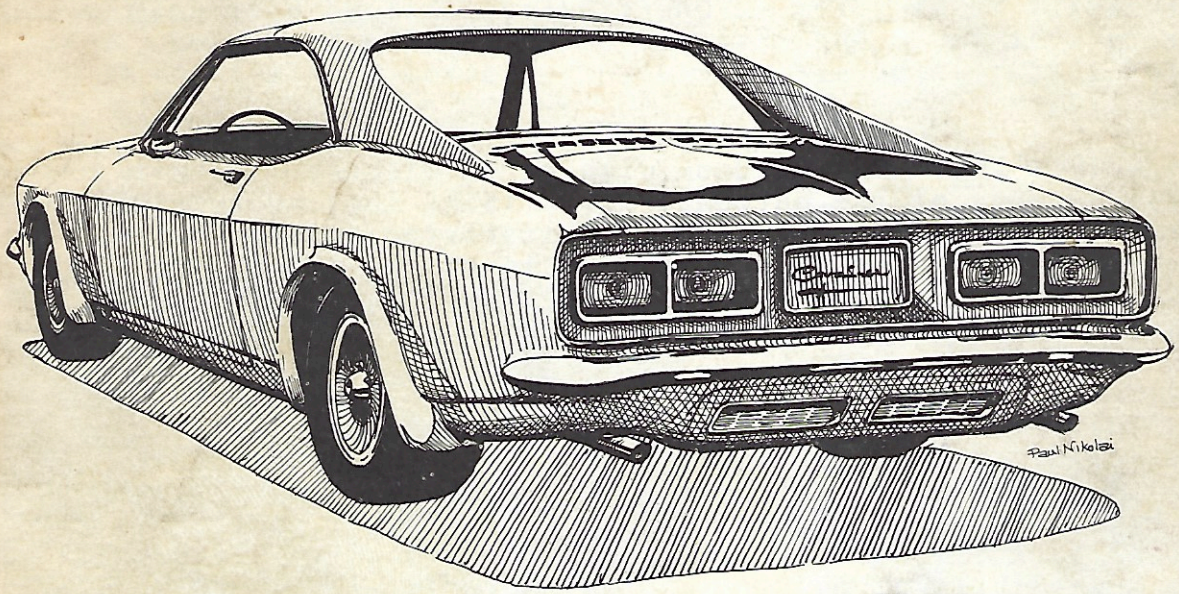
Solar Automotive INC.





124B Fulton St.
Princeton, Wis. 54968
Phone 414 - 295-8861

Price $2.00

Dear Customer,

The original intent of *SOLAR AUTOMOTIVE* was to supply selected mail order parts of high quality Corvair and components to the Corvair enthusiast. In addition we planned to remanufacture the Corvair into what has now become the *CAVALIER*. During the course of years it has become necessary to modify our intent. We had, and still do have, many things to learn and it would not be possible without the help, suggestions and encouragement from you Corvair enthusiasts. We could not function without your help and dedication. The recent response has been truly overwhelming. This number is growing daily and would indicate that there are 3 and 4 times the number of Corvair enthusiasts who have not heard of either Corsa or *SOLAR AUTOMOTIVE*.

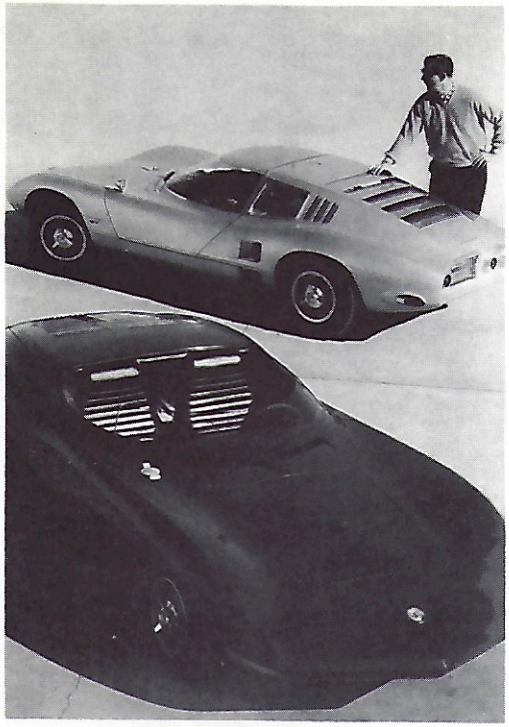
Much of my time is spent writing and reading letters. Through your letters I have learned a great deal about your desires and wants. While some of your suggestions have not been commercially feasible, others have been worthwhile and most encouraging. I wish to thank all of you who have sent in suggestions for items and encouragement.

We have learned that producing the *CAVALIER* is a big and involved task. It appears that short of a miniature assembly line and another huge investment, mass production is impossible economically therefore, we have decided to make available everything that goes into our finished *CAVALIER* as a kit, complete with instructions, photographs, and material. We at *SOLAR AUTOMOTIVE* feel that we have paid the price to learn what to do and what not to do. There have been many requests for this type of arrangement. You asked for it!! *NOW WE OFFER THE KIT.*

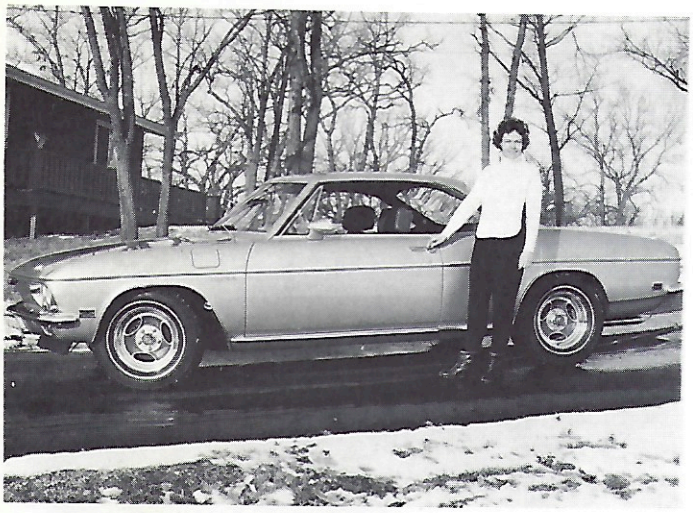
Many Chevrolet dealers have contacted us wishing to dispose of their new Corvair parts because of the national advertising that we received. Of course, we have obliged them. If you are interested in our available inventory list please sent $1.00 (refundable on any order over $25.00) and you will receive a photocopy of the Chevrolet part number, the description and discount price of our available parts.

Is there anyone reading this who has not recently been jolted into the realization that prices are going skyhigh and there are shortages existing in the world? Precisely the same thing is happening regarding Corvair parts. We have this situation to contend with plus the fact that each manufacturer has found that it is no longer profitable to produce limited production items. What does this mean to the Corvair enthusiast? It means that you may have to pay more for the parts you use to maintain and operate your car. It means that unless there is enouth volume, speciality companies, like *SOLAR AUTOMOTIVE* are going to be forced to drop certain items that have to be produced in large quantities. Whether you believe it or not, volume does make THE difference. So buy your Corvair needs from *SOLAR AUTOMOTIVE* and we will continue to supply quality, TESTED and engineered Corvair components.

Art Herschberger



No Corvair catalog would be "worth its salt" without some mention of the Corvair notables. Here pictured is the roadster and the fabulous Monza GT. This is the original Monza GT, not to be confused with the current impostor. If you will look quite closely, there is a definite family resemblance between the Opel GT and the Monza GT. This car will go down in history as one of the most famous and influential "one-off's".



Pictured here is the Cavalier without the fastback roof. The Cavalier treatment while more noticeable on the interior, nevertheless, there are sutle changes such as the tri-spoke mag wheels, the color coordinated vinyl beltline bumper and race type Rallye mirrors with the forward racking front spoiler. This, no doubt, is the car that most Corvair enthusiasts would best like to have parked in their garage.

THE PHOENIX BY FITCH

The Phoenix is by far and away the most outstanding individual effort using the Corvair base.

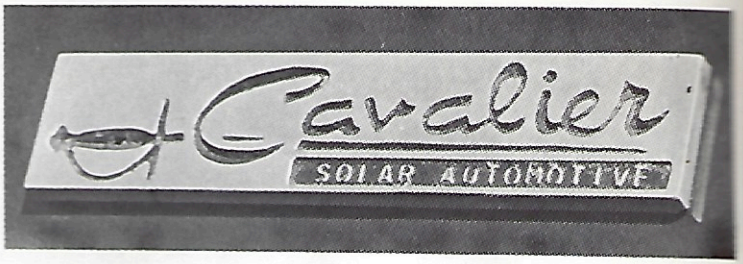
The Phoenix is the first automobile which, by its singular nature and limited-in-advance production, becomes both a classic and a collectors item coincidental with its introduction. Its novel concept and style, plus the fact that only a limited number will be built insures that it will always be a distinctive representation of its owners taste and individuality.

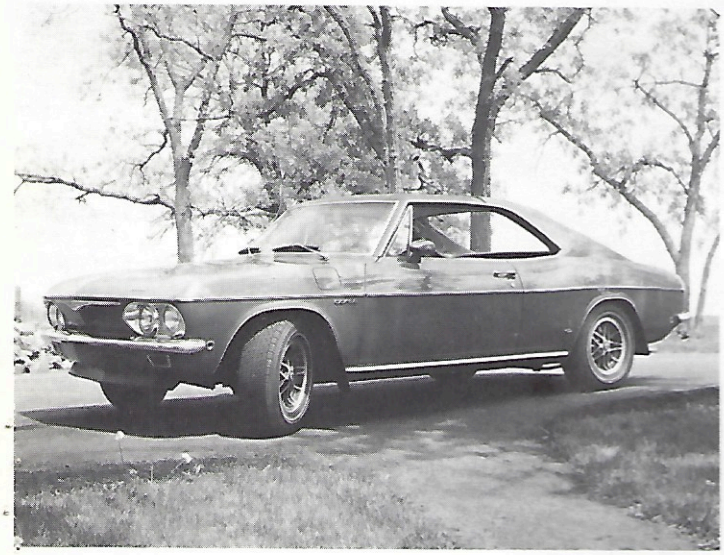
From the elegant, custom fitted seats to the removable roof panel, a statement of both youth and tradition is made at once. The Phoenix is a steel bodied two seater weighing 2150 pounds...its air cooled engine produces 160 H.P....its sleep lines allow effortless cruising at 100 MPH and a top speed of over 130 MPH...and its advanced independent suspension straightens out the curves with phenomenal ease. The Phoenix embodies the warmth and nostalgia of the elegant vintage motor car, yet is unmistakably the car of tomorrow. Its looks are dazzling, its performance sheer joy, and possession of the Phoenix is the automotive adventure of a lifetime.

Having had the pleasure of driving this fabulous car in John Fitch's home territory I can attest to its unique styling and verify that the handling and ride is every bit as exciting as its incomparable design. Our hats go off to John Fitch for his extreme courage and far-sightedness in this design. Our only regret is that the 1966 fed's laws would have waited until after this car was produced in quantity for our public consumption. Truly this was one of our greater loses.

SOLAR'S CAVALIER

A full blown Solar Cavalier is by far the most radical and extensively modified Corvair in serious production. Over 25 of these outstanding modifications have now been completed plus many more currently being produced in owner's garages, basements and backyards. With the introduction of this catalog we are also introducing the "Kit" Cavalier. Everything that was done to the Cavalier at the factory is now available as a kit, even including such items as a complete undercoating. Let me just take a few minutes & describe this fine automobile.





Marked view from the rear which is the view that most motorist have of the spirited Cavalier showing the squared off tail lights which you will note, match the squared-off grills below the bumper. Either steel flairs or our new fiberglass wheel flairs are available but in this case the economical fiberglass flair ups are shown. This view shows the rear view of the fastback roof which really lends a distinctive touch to the already immortal Corvair. Also you will note the electric defroster grid on the rear window.

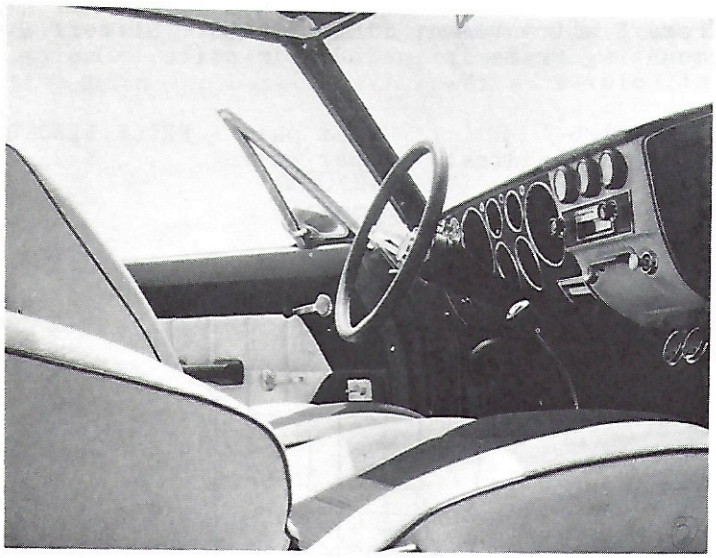
Please note the Rallye mirrors, driver's side adjustable. The interior new door panels, padded and reupholstered with naughide, and matching carpet certainly sets off the interior of the Cavalier as one of sheer luxury. The cutpile plush carpet color coordinated with the English reclinable bucket seats are the last word in comfort. Headrests which are not shown in this picture are also available. The center console section is covered with naughide, here again matching the interior of the car. 3 additional gauges canted toward the driver, really set off the instrument console for the serious motorist. Also noticeable is the sunroof which adds a "Targa" look to the already stylish Cavalier.

Very deep within the walls of this fine automobile is Solar's acousti-kit which sound-deadens quite effectively & insulates the interior. Under the carpet is especially designed compound of 3/8" neoprene to further enhance the quietness. The back seat again folds down as is a Corvair tradition & is fully carpeted as you would expect in any fine motor car. (All above features are found in Sections 3 or 4).

SOLAR'S CAVALIER INTERIOR

Going from left to right please note the Rallye mirror with new custom side panels, sunroof, vinyl top, vinyl beltline strip, 3 extra gauges above the radio, AM-FM radio, reclinable bucket seats, these are shown without headrests but headrests are available in any colored vinyl available.

The above shows the external side view showing the fastback roof and the vinyl beltline strip, Rallye mirrors, vinyl roof.



This picture shows the passenger seat in a reclinable position also the vinyl center treatment with the 3 extra gauges on a 30 degree angle toward the driver. Also note the interior details.

On this picture the Solar dual exhausts are visable as well as the vinyl rear cove kit and plastic mud flaps are also noticeable.

SOLAR'S CARRERA

The Carrera seat was designed as a competition seat and developed for the London to Mexico World Cup Rally, it provides the maximum amount of Lateral Support and is padded to reduce fatigue to an absolute minimum.

It is constructed around a Tubular Steel Frame, with Lattice Diaphragms and is then covered in Pre-Moulded, Contoured Polyether Foam, and finally upholstered. Each seat is fitted with a headrest provision.

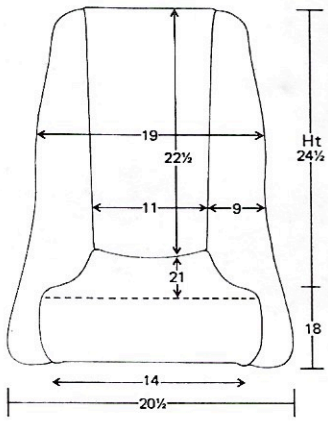
The Carrera Seat is not the easiest of seats to get into but the effort is certainly worthwhile. PART #244A PRICE $195.00 pr.

CARRERA RECLINER

Fitted with right hand operated reclining mechanism (left hand mechanism to special order).

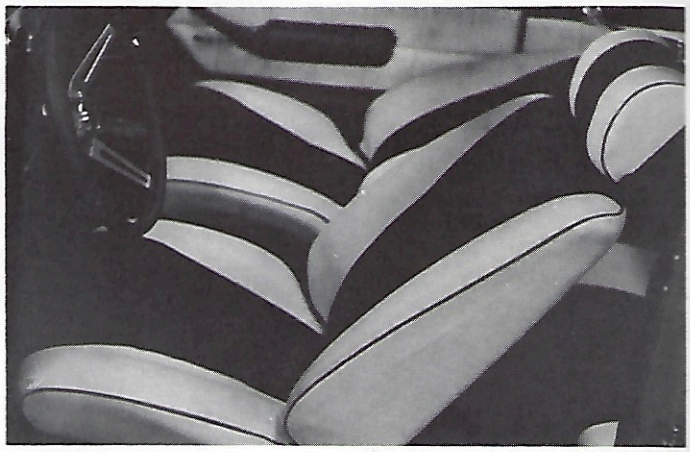
PART #244 PRICE $250.00 pr.

CARRERA



Weight 13lbs

SOLAR'S SEBRING RECLINER



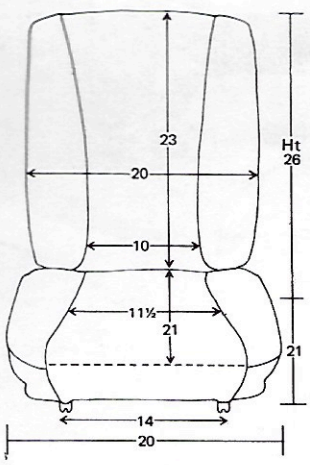
The result is a fully reclining Motor car Seat which provides the discerning motorist with the maximum possible comfort and full lateral and lumbar support combined with ease of access.

The frame is constructed from 3/4" 18 gauge square steel tube which is welded together using the most up to date welding technique. The reclining mechanism is manufactured in England by the Country's leading expert in this field. It gives a vast range of Rake-Angle combinations from verticle to horizontal and is easily operated with one hand. An ingeniously concealed Torsion Bar takes care of the return action.

Onto this frame are welded the lateral support members, and lattice diaphragms are then attached. The frame is then covered with specially moulded high density Polyether Foam and finally upholstered in best quality vinyl, with a center panel of Brushed Nylon Cord. Fore & aft movement is 10 inches. Sliders & mounting frame is included in price. Choice of colors.

PART #125 per pair - PRICE $250.00
Matching headrests per pair $ 25.00

SEBRING



Weight 19 lbs

SOLAR'S MOTORWAY

BRUSHED NYLON FINISH

VINYL FINISH

The Motorway Seat is built around a Tubular Steel Frame of 3/4" 18 gauge steel. It is this frame that gives the seat its incredible strength. The base and back panels are then riveted to the frame. This is then covered in luxury foam and upholstered.

Two features you will not find on other driving seats are, the unique fully adjustable Lumbar Support and a Thigh Roll to keep your lets from tiring. Unlike most specialist driving seats the Motorway Seat is easy to climb into and out of Special colors to order.

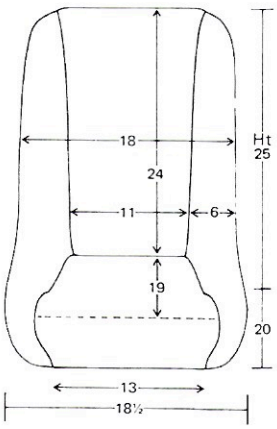
The Motorway Seat is approved by the Council of Industrial Design.

MOTORWAY DE-LUXE

The Motorway De Luxe Seat is identical in method of construction to the standard Motorway Seat, but using the latest development in seating suspension in the form of a Lattice Diaphragm in the base, which gives extra comfort.

PART #242 PRICE $ 145.00 pr.

MOTORWAY



Weight 14½ lbs

SOLAR'S MONZA

VINYL FINISH ILLUSTRATED

BRUSHED NYLON FINISH AVAILABLE

Designed initially for the American Market, tc cater for the new laws concerning Motor Vehicl Passenger Safety.

The Monza Seat uses the Motorway steel frame onto which is then welded the fixed read rest. This is then covered in luxury foam and upholstered.

The Monza Seat provides a degree of comfort formerly reserved for only the most expensive of cars. Special colors to order.

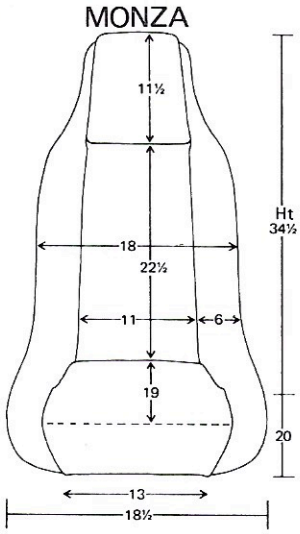
MONZA DE-LUXE

The Monza De Luxe Seat is idential in appearance and method of construction, but using a Lattice diaphragm in the base to provide that extra bit of comfort.

Available in nylon/vinyl or nylon centre.

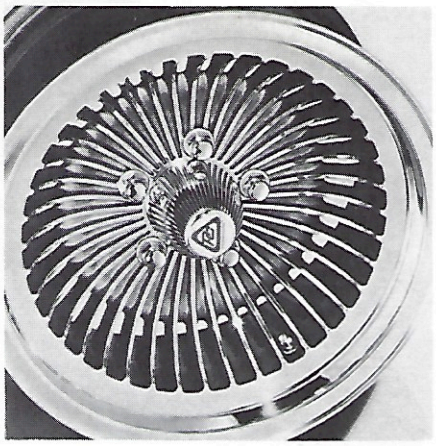
PART #243 PRICE $ 185.00 pr.

MONZA



Weight 17½ lbs

TURBOMAG WHEELS



DESIGNED TO LOOK GOOD ON THE MAJORITY OF TODAYS CARS, TURBOMAG'S DECEPTIVELY SIMPLE DESIGN MAKES IT A MODERN CLASSIC AND THEREIN LIES ITS BASIC APPEAL.

Fresh new design. One piece permanent mold construction. Meets SEMA 5-1A specifications. Conforms to Tire and Rim Association recommedations and mounts like a stock rim on standard tire mounting equipment. Factory sealed pressure tested and guaranteed tubeless. Fits disc brakes. Available for all import and domestic cars.

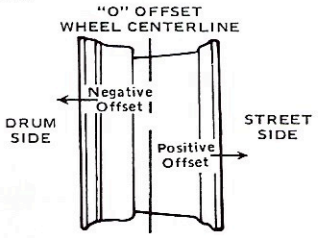
SIZE	Offset (OEM defined)	Backside Setting	Lb. Wt.	Price
13"x5½"	1/16"+	3-3/16"	12.5	$41.00
13"x7"	1-3/16"-	2-3/4"	13.5	44.00
14"x5½"	1/4"-	2-7/8"	14.5	44.00
14"x7"	1/2"-	3-7/16"	17.5	44.00

Comes with chrome lug nuts and chrome valve stem.

TECHNICAL INFORMATION

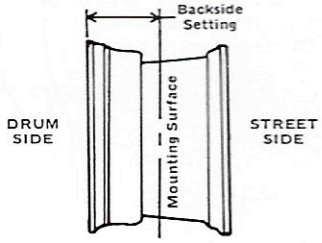
—OFFSET—

DEFINITION: The distance the mounting surface is located from the wheel's centerline:

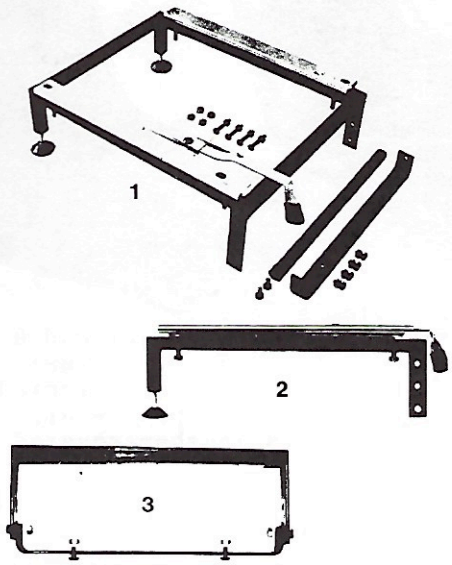


BACKSIDE SETTING

DEFINITION: The distance from the back flange to the mounting surface:



UNIVERSAL SUBFRAME



Designed to accept the whole range of Seats, the UNIVERSAL saloon-car subframe (photo 1) is constructed of 3/4" 18 gauge square tube and is complete with nylon roller runners to give a smooth sliding action of 6-3/4" (17cm).

The front legs are drilled in three positions (photo 2) and on the lowest position give the maximum height of the seat. This may be reduced by cutting off part of the "legs" to reduce the front height.

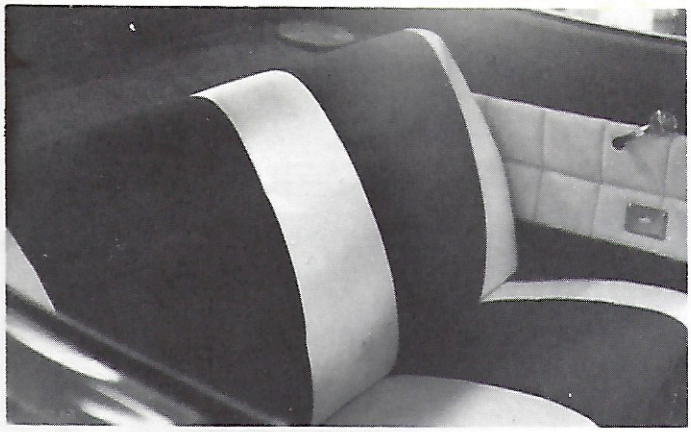
The rear "legs" are of round tube and have metal inserts. Into these are screwed the "feet" which have swivelling bases to allow for any irregularity in the floor of the car. These "feet" have a vertical movement of 1-3/8" (35 mm). Further reduction in the height of the rear of the seat may be obtained by removing the metal inserts and cutting off part of the rear "legs" and then replacing the inserts.

The UNIVERSAL frame fits directly onto the Mini range, Hillman Imp. Singer Chamois, etc.

By attaching the Universal Floor Bracket to the Subframe as in photo 3. This facilitates fitting to most other cars including the Ford range (excluding Capri). The Capri range and all other makes of saloon require two holes to be drilled in the floor pan.

PART #246 PRICE $25.00 ea.

REAR SEATS



Rear seats that color match recliners offer rear passengers more comfort & elegance while giving your interior that finished look when combined with the Sebring front recliners.

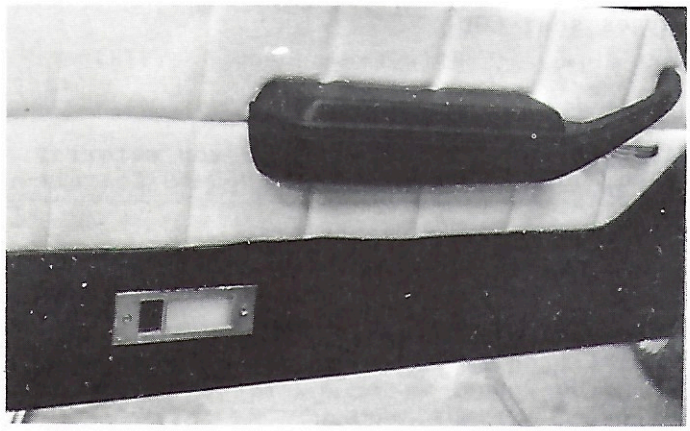
PART #125R Exchange only, PRICE $150.00

SIDE PANELS

Solar's custom upholstered side panels for the late models. These interiors are precision made to replace warped or deteriorated door panels. Panels are available in 50 vinyl colors with new vapor barrier & instructions.

PART #125P PRICE $ 120.00

ARMRESTS



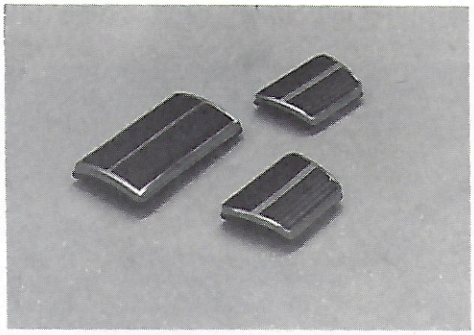
The new Cavalier armrests are available in Black only.

PART #GM96 Wt. 8 lbs. Price per pr. $19.95

For those of you who drive your Corvair after dark we offer you our door panel light kit. Upon opening any door, white light will illuminate the area where to step while a red light warns others of an open door.

PART # 258 PRICE $17.50 pair

BRAKE, CLUTCH AND ACCELERATOR PEDAL

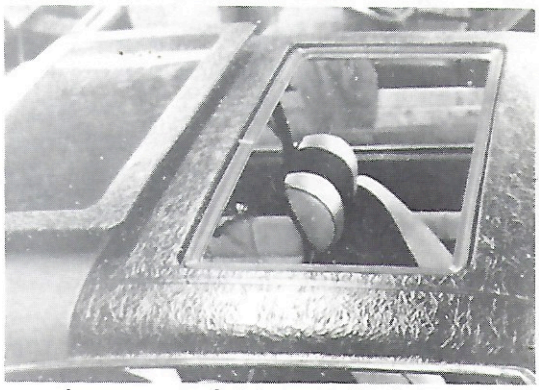


We have new brake, clutch and accelerator pedals with chrome edging. The chrome edging clamps over the pedal. This chrome edging is not to be confused with the cheap showy kind. They actually bend over & clamp & we use them in everyday street cars. They add an elegant touch to your pedals.

Brake & clutch pedals complete with chrome plate.
PART #GM392 PRICE $1.28 ea.

Accelerator pedal complete with chrome trim.
PART #GM388 PRICE $1.30

SUNROOF KIT



We have the sunroof kit available now complete with instructions & everything needed to put the sunroof in and this is a removable smoked plastic, pop-out type sunroof. Measures 18" by 31".

PART # US204 PRICE $99.50

HEADLINERS

Renew the inside of your car with a new headliner! Send us a sample of the pattern, material and color desired and we will do our best to match it. Please furnish the following information when you order: style number, found on plate under hood on body (on Cowl). Year and make of car, and number of bows (seams) and number of chrome bows, if any, on face of headliner.

PART #254 PRICE $40.00

1960-1964 FULL FACE TYPE STONE GUARD

This is from the original stock of John Fitch and is a collectors item, split in the middle for easy cleaning. Limited! 1 per order.

PART #0-122 PRICE $25.00

VINYL COVERED REAR COVE AREA

Heavy duty vinyl elephant hide vinyl top material for covering the rear cove area of the 1965-1969 Corvair. Kit comes complete with instructions in the following colors.

Pt. #ELPH-1 Med. Gold, Pt. #ELPH-2 Saddle
Pt. #ELPH-3 Med. Brown, Pt. #ELPH-4 Dk. Brown
Pt. #ELPH-5 White, Pt. #ELPH-6 Oophs
Pt. #ELPH-7 Avocado, Pt. #ELPH-8 Red Burgundy
Pt. #ELPH-9 Dk. Burgundy, Pt. #ELPH-10 Black
Pt. #ELPH-11 White, Pt. #ELPH-12 Navy Blue
Pt. #ELPH-13 Dk. Silver Blue metallic w/Black

Kit including the glue is $6.95. Send $1.00 for postage free samples or individual samples up to 3 are free.

TAIL LIGHTS

As shown in above picture the tail lights come with template and instructions how to cut and fit.

PART #235 PRICE $ 35.00 pr.

FASTBACK ROOF

Double laminated fiberglass, easily installed without removing headliner. Requires some trimming to fit.

PART #257 PRICE $175.00
(Plus $35.00 crating charge, with shipping charges sent COD).

VINYL TOP KIT

HEAVY DUTY VINYL elephant hide top material for covering the top of the 1965-69 Corvair.

Comes in the following colors:
PART #VT-1 Med Gold,
PART #VT-2 Saddle
PART #VT-3 Medium Brown
PART #VT-4 Dark Brown
PART #VT-5 White
PART #VT-6 Oophs
PART #VT-7 Avocado
PART #VT-8 Red Burgundy
PART #VT-9 Dark Burgundy
PART #VT-10 Black
PART #VT-11 White
PART #VT-12 Navy Blue
PART #VT-13 Dark Silver Blue metallic with black.

PRICE $ 39.95
Send $1.00 for postage free samples or individual samples up to 3 are free.

MUFFLERS & RESONATORS

1960-69 6 cylinder, All passenger cars with 80 HP thru 110 HP:

3½" mufflers & resonators with 1½" straight tips
PART #65-DS Wt. 34 lbs. PRICE $74.60

3½" mufflers & resonators with 2½" angle cut tip.
PART #65-DSA Wt. 34 lbs. PRICE $82.90

3" mufflers & resonators with 1½" straight tips.
PART #365-DS Wt. 34 lbs. PRICE $72.70

3" mufflers & resonators with 2½" angle cut tip.
PART #365-DSA Wt. 34 lbs. PRICE $80.80

1960-69 6 cylinder, Corvair specially flanged exhaust pipe.

PART #HP65CQ PRICE $ 6.55

1965-66 6 cylinder, All 140 HP:

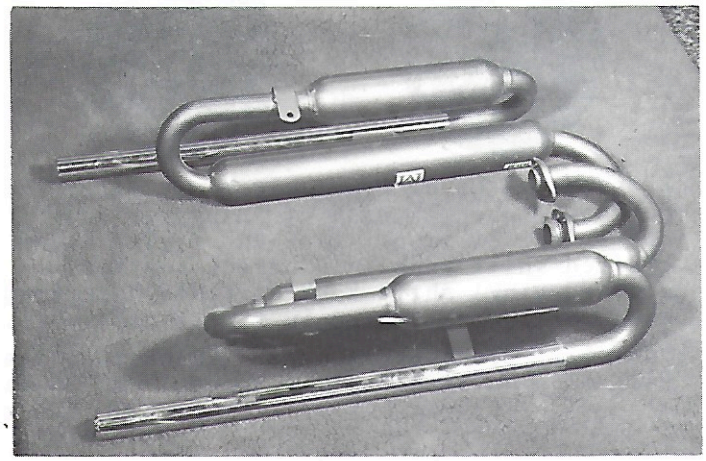
3" mufflers & resonators with 1½" straight tips.
PART #3651-DS Wt. 34 lbs. PRICE $72.70

3" mufflers & resonators with 2½" angle cut tips.
PART #3651-DSA Wt. 34 lbs. PRICE $80.80

1960-64 6 cylinder, All SW, pickups and Greenbrier:

3½" mufflers and resonators short 1½" straight tips. (SPECIAL ORDER ONLY)
PART #62-TDS Wt. 34 lbs. PRICE $86.68

NOTE: WHEN ORDERING ANY SET WITHOUT RESONATORS ADD "w/o" TO PART NUMBER.



CORVAIR MANIFOLDS

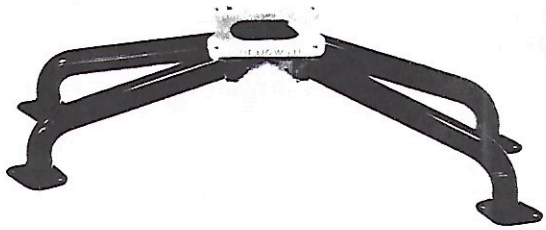
Our new Corvair manifolds are designed to eliminate the problems commonly found in street and off road use, such as (1) flatspots, (2) synchronizing carburetors, (3) flooding and leaking on inclines and rough terrain. We have found that the Holley Carburetor and this manifold work extremely well throughout all RPM ranges. Approximate horsepower increase 15% to 20%. Dynotesting has proven which carburetor is best suited for your particular use. This information will be included along with the installation instructions when purchasing this manifold.

CORVAIR EQUAL LENGTH RAM MANIFOLD

For 80 to 110 HP engines...single carb eliminates synchronizing problems and boost horsepower.

PART #CH-20100 PRICE $24.95

CORVAIR 140 HP MANIFOLD

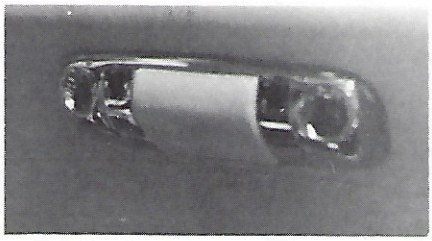


Equal-length ram manifold, eliminates synchronizing four carburetors and boost horsepower.

Utilizes Holley 2 Barrel Carburetor, 500 CFM.

PART #CH-20200 PRICE $64.50

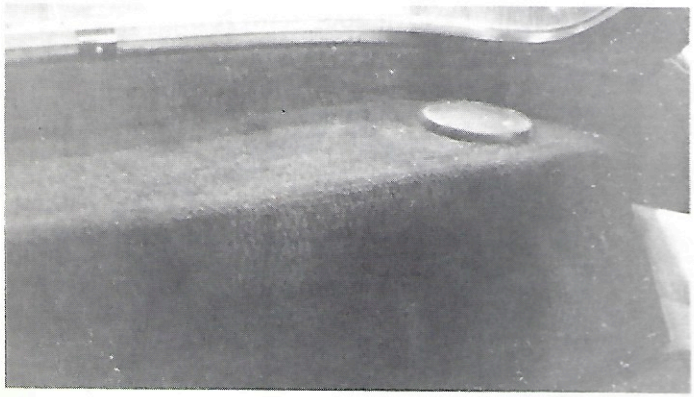
DOME LIGHT



We have a new spotlight dome light that has 2 seperate spotlights with a center dome light.

PART #GM878 PRICE $26.70

REAR SHELF CARPET KIT



Has your cardboard rear shelf faded & begun to deteriorate? Our rear shelf carpet kit improves upon the stock look. Also included is carpet material for the back of the rear seat to keep packages from sliding around. Available in black, red, blue cut pile.

PART #205 PRICE $38.50

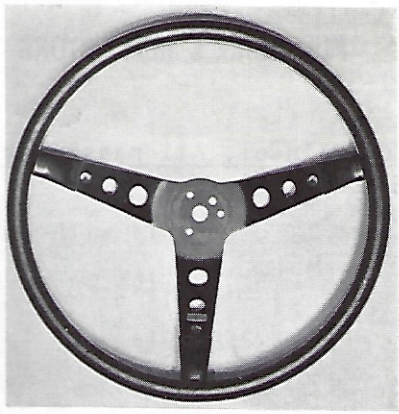
FRONT AND REAR CARPETING

We have factory loop or cutpile carpeting for your Corvair. All the basic colors are available to choose from. Please indicate if bench seat 500 style or bucket seat type.

PART # 248 Cut Pile-front or rear $29.33 ea.
PART # 248A for a set. $56.00

PART # 249 Loop-front or rear $25.13 ea.
Part # 249A for a set. $49.70

STEERING WHEEL



The wood-rim steering wheel combines elegance with maximum safety because of its unique design. The wheel is designed so that in the event of an accident, the wood rim will remain in one piece and not splinter in the hands. The unique alloy, 3-spoke design will distort and absorb the major portion of the shock, assisting in the prevention of serious injury to the driver.

This wheel is made in Italy. It is tempered duralumin in a one piece spoke pattern. The steel ring, riveted to the spoke ends, is fully enclosed in wood rim. Radially laminated for strength, the wood-rim is profiled and finger notched to better fit the hand. The light weight black or aluminum center bass is easy to mount on the steering column and is made for 1960-69 Corvairs.

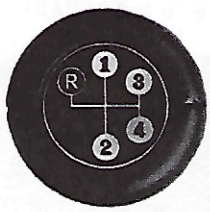
This wheel is also available with a vinyl foam-filled ring or a leather ring.

Wood Rim
PART #P101 Wt. 2 lbs. PRICE $40.00

Leather
PART #P102 Wt. 2 lbs. PRICE $35.00

VINYL
PART #P103 Wt. 2 lbs. PRICE $35.00

SHIFT KNOBS



Elegance in hand...What nicer way to add a personal touch, a dash of luxury to your sports car or import than an original hand-crafted shift knob. Luxurious leather-grained vinyl shift knob stitched over hardwood core, with emblem in finest cloisonne.

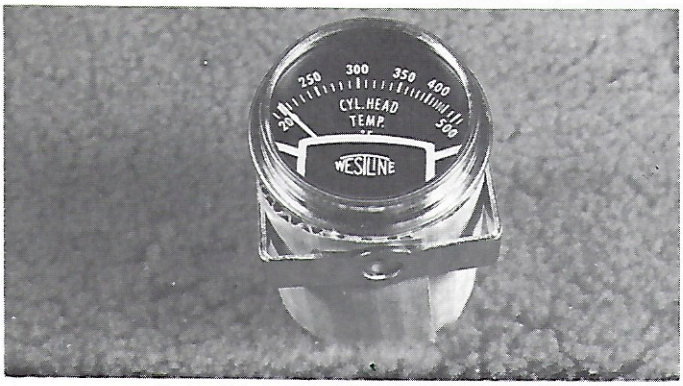
PART #252 Crossed Flags PRICE $4.95 ea.
PART #253 Shift Pattern 4 Speed $4.95 ea.

CYLINDER HEAD TEMPERATURE GAUGE

The heat range is from 100 to 600 degrees F. Positive warning on overheating of piston, cylinders and head. Multiple switching is available for those desiring more than 1 sender. Fully jewelled indicators, 1 year warrantee, 98% accurate guaranteed. Dust-moisture seal, Vibration-shock protection. Magnetically shielded. Chrome ring (black is available). Quickly installed. Guage comes with 1 sender. Others available, see as listed below.

PART #270-8 Temp. gauge PRICE $15.00

Additional senders for the above gauge.
PART #712-4 PRICE $ 5.00



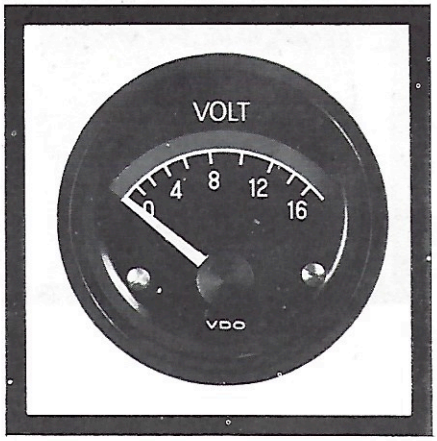
EXHAUST TEMPERATURE GAUGE

THE exhaust temperature gauge range is 400 to 1600 degrees F. Fast response insures proper setting of carburator and timing, Provides for safety for your engine. One sender included with gauge. Additional senders available.

PART #270-9 Gauge PRICE $15.00

Senders for the exhaust temperature gauge.
PART #712-2D PRICE $ 4.90

ELECTRIC TEMPERATURE GAUGE

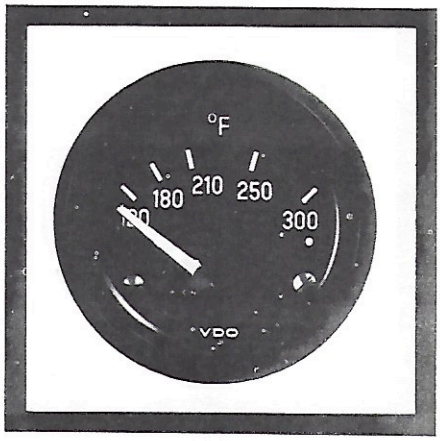


2 1/16" 300 Degree F 6 Volt
PART # V-3113 PRICE $17.95

2 1/16" 300 Degree F 12 Volt
PART # V-3112 PRICE $17.95

Part #V-2422 Front Engine Wiring Kit $3.10
Part #V-2423 Rear Engine Wiring Kit $3.65

VOLTMETER

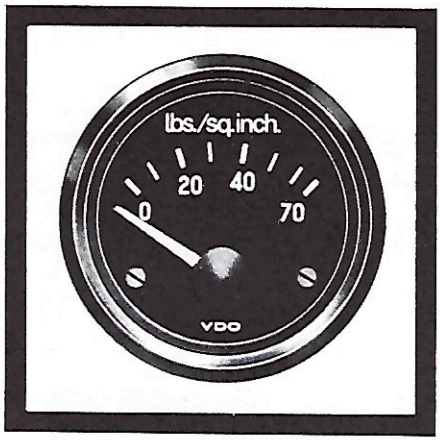


2 1/16" 6 Volt
PART # V-1940 PRICE $18.95

2 1/16" 12 Volt
PART # V-1941 PRICE $18.95

Part # V-2424 Wiring Kit $ 1.95

ELECTRIC PRESSURE GAUGE



2 1/16" 70 lbs. 6 Volt
PART # V-3542 PRICE $ 15.95

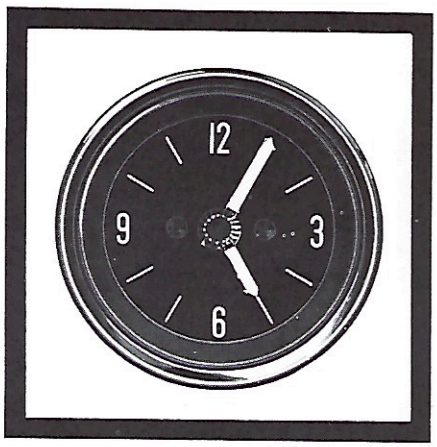
2 1/16" 70 lbs. 12 Volt
PART # V-3540 PRICE $ 15.95

2 1/16" 150 lbs.12 Volt
PART # V-3541 PRICE $ 15.95

Front engine wiring kit
PART # V-2422 PRICE $ 3.10

REAR ENGINE WIRING KIT
PART # V-2423 PRICE $ 3.65

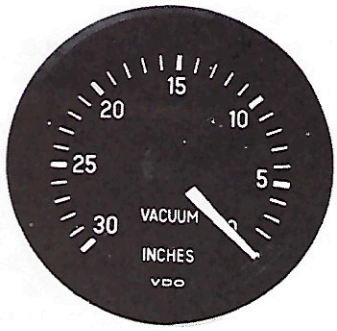
ELECTRIC CLOCK



2-1/16" 6 and 12 volt
PART #V-3719 PRICE $29.95

PART #V-2424 Wiring Kit PRICE $ 1.95

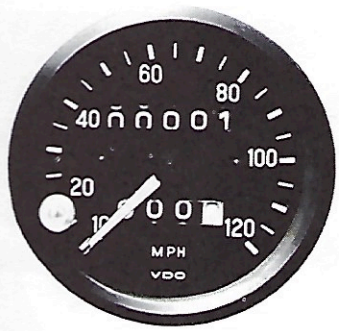
VACUUM GAUGE



2 1/16" 30-0 Complete with installation kit.

PART #V-1540 PRICE $22.95

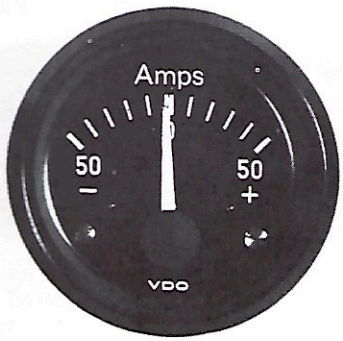
SPEEDOMETER



3 1/8" 120 MPH, 5/8" thread. Specify ration by either giving name, year & model of pre sent car or by speedometer part number on imported cars if available. Should car have been involved in any structural changes, ask for "Ratio Test Form". Available for flush in-dash-board mounting; optional metal bracket for under dashboard installation available at nominal cost.

PART # V-1213 PRICE $45.95

AMMETER

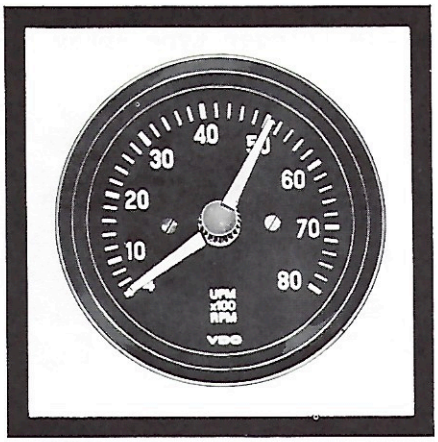


2 1/16" 50 AMP
PART #V-1931 PRICE $10.95

2 1/16" 30 AMP
PART #V-1930 PRICE $10.95

PART #V-2421 Wiring Kit PRICE $ 8.95

TACHOMETER WITH SHIFT POINTER



The racing world has been responsible for countless refinements in the performance & construction of cars. VDO instruments has teamed the latest developments in racing with its own stylish flair for quality, luxury, and convenience to bring you the COCKPIT series.

Although the COCKPIT unit at first looks like expensive black leather, it is actually much better. Made of rubber-like plastic through out, it is sturdy but will bend if necessary. There are no edges or sharp corners because the instruments themselves are surrounded by thick padding.

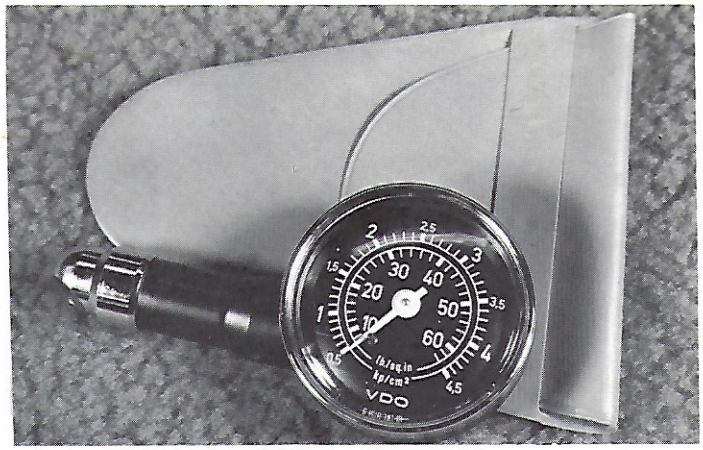
Even the instruments are beautifully finished. The glass & the dull black dial face & bezel are glare-free, so there will be no more sudden dangerous piercing blindness from the sun.

All gauges are made to fit anywhere in the COCKPIT bracket. The instruments slip snugly into specially designed openings, the same way a plug slips into an electric coffee pot! No complicated mountings with screws & nuts for COCKPIT. However, if desired, all units may be placed in your instrument panel. On the inside, these instruments uphold the VDO reputation for accuracy; for they operate on the electric coil system, not the thermal type. They are even equipped with light bulbs & sockets, so that you receive uniform inside illumination, individually. And the price is moderate, so what more could you ask for?

2 3/8" 6,000 RPM
PART # V-33201 PRICE $58.95

2 3/8" 8,000 RPM
PART # V-33202 PRICE $58.95

TIRE PRESSURE GAUGE



Calibrated in lbs/sq. inch and kp/cm2. Pressure holding feature. In container. Suitable for all cars, trucks & motorcycles.

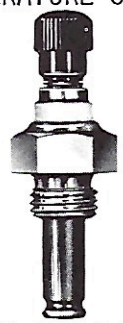
PART # V-1550 PRICE $9.95

SENDING UNITS

1/8" 27 NPTF to operate gauge and warning light use this sending unit to go with our Pressure Gauge #3540.

PART # V-3609 PRICE $ 18.95

TEMPERATURE SENDERS

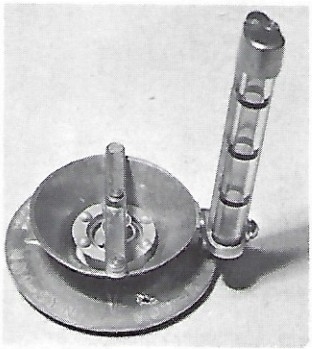


M 14x1.5 sender for our electric gauge #3112.

PART # V-3258 PRICE $ 6.00

UNI-SYN

For Fast Easy - Multi - Carb Tuning



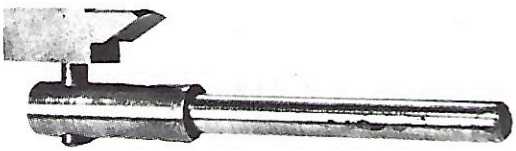
This strudy tool allows *MAXIMUM POWER AND SMOOTH PERFORMANCE* from any down-draft or side-draft carburetor set-up.

1. Disconnect the control rod on the left hand carburetor.
2. Place the Uni-Syn on either carb and adjust the air flow control on the Uni-Syn so the float is near the center line on the tube.
3. Then place the Uni-Syn on the other carburetor and adjust the carb idle screw on the carburetor so that the float comes near the same line when placed on either carburetor.

PART #H41A Model A for all carburetors except four throat. 2 lbs. $ 9.95

PART #H41B Model B for four throat carburetor (Carter, Rochester or Stromberg up to 1957). 2 lbs. $14.95

VALVE STAKING TOOL



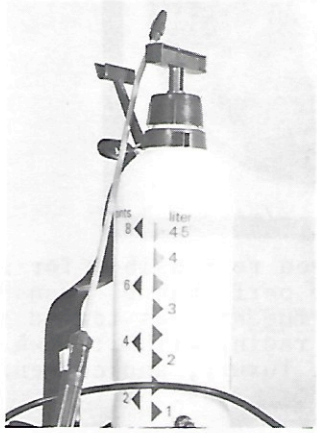
It is absolutely necessary to stake the valve seats in place on any modified Corvair engine, as the intake valve seats fall out of the Corvair heads, especially the 140 heads, due to the increased temperature and stress of more horsepower. The tool is adjustable to the seat diameter and fits all engines with 11/32 valve stems.

PART #7044 Wt. 1 lb. PRICE $20.00

MULTI-SPRAYER

It is a quart size plastic container fitted with a durable trigger type spray head. It is designs specifically for dispensing liquid products.

Part #K306 Price $1.50

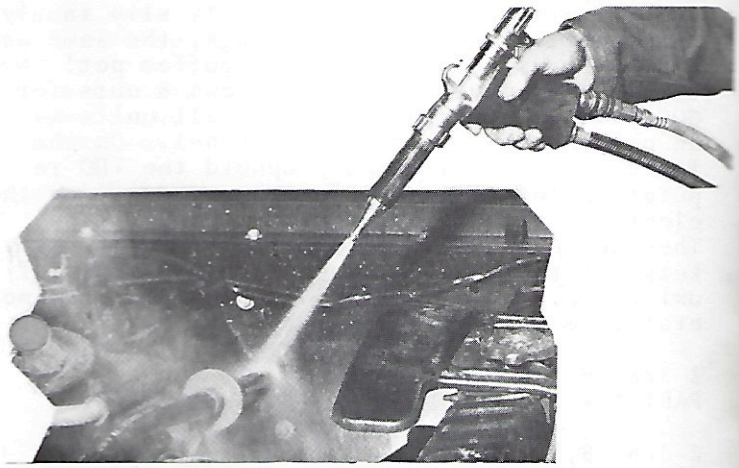


P38 SPRAYER

A high quality low pressure sprayer for all types of liquids including acid based products. The P-38 Sprayer is made almost entirely of plastic so there is no corrision problem and it will not deteriorate with proper care. The P-38 Sprayer is light weight, has a convenient shoulder strap, with the added plus of having a numerical pint and leader measurement printed on the tank. It has a one gallon capacity.

Part #K307 ordered with chemicals $11.90
without chemicals $19.80

COLD STEAM GUN



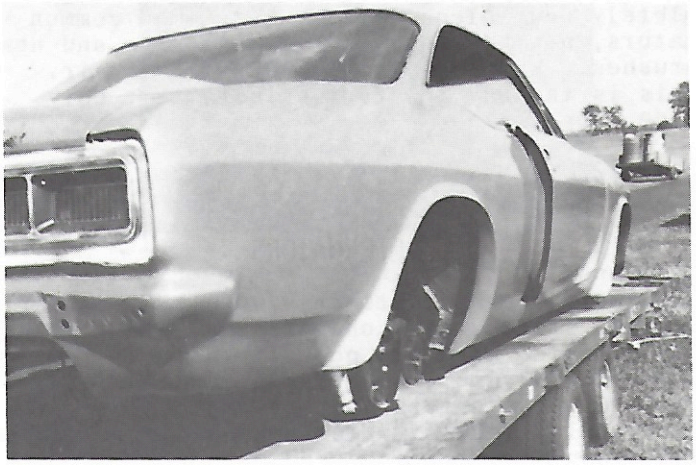
Cold steam gun with trigger enables you to easily direct water under high pressure on to a surface or into inexcessible machinery areas. It is extremely useful in rinsing engines and automotive parts with high pressure air and water after chemical has been used to soften the built up residues. It can also be used for other rinsing operation, paint removal operations, etc. With the proper adaptors it fits all standard air and water hose connections.

Part #K308 $13.25

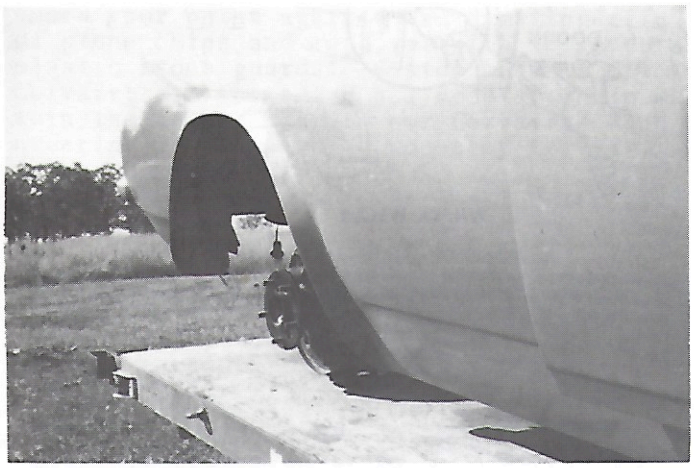
DOOR EDGE GUARDS

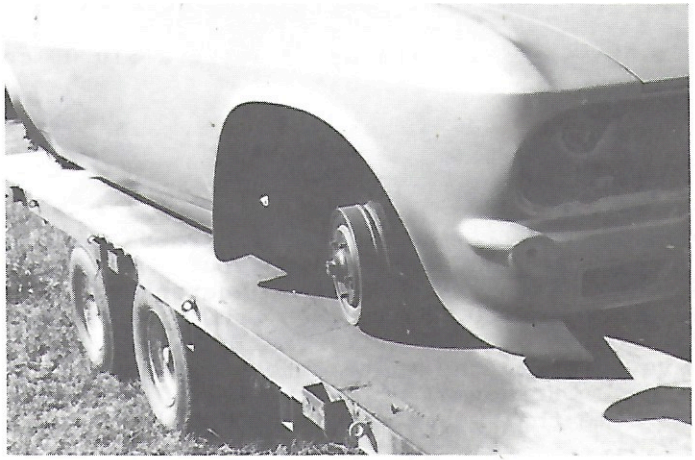
We have plastic chrome door edge guards. This not only protects your door edges but protects the other persons side of his car. They are plastic with adhesive so they will not scratch the paint when you put them on.

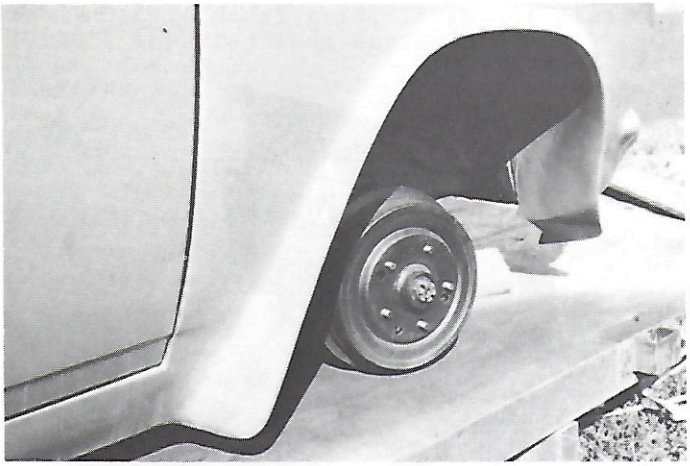
PART #206 Per Pair, PRICE $2.30



CAVALIER/CORVAIR WHEEL RADIUSED & FLAIRED FIBERGLASS PANELS







These fiberglass panels are designed to fit on stock 1965-69 Corvairs with the minimum amount of installation. You merely trim off the excess metal and with a hammer dimple on a pattern and pop-rivet them on. Then a little Bondo and presto, instant wheel flairs that will not crack, chip or peel. Comes in a set of 4 only.

PART #247 PRICE $175.00 Set

NOTE: A front spoiler that fits these is a replaceable ABS plastic and it is $20.00.

REBUILT STARTER

Is your starter balky in its old age? Did that loose flywheel break your starter? We have professionally rebuilt starters featuring completely new solenoids, cut & trimmed communtators, new bearings and bendix drive and new brushes. Why fuss with a backyard repair. This is the way to start. Install it only once.

PART #220* PRICE $28.65

ALTERNATORS

With more of our customers installing better lights, stereo, air-conditioning, etc., we are now offering high out put alternators. We offer the 42 amp., the 55 amp. and the 61 amp. As with our starters the alternators are professionally rebuilt using new bearings, diodes and rewinding for increased output. They look and bolt on exactly stock. Stock regulator can be retained.

PART #221*	42 amp.	PRICE $33.00
PART #222*	55 amp.	38.00
PART #223*	61 amp.	45.00

*Starters and alternators require a $10.00 core charge.

We rebuild all makes of turbochargers that are completely disassembled and rebuilt to factory specifications, sandblasted, guaranteed. Balanced to 120,000 R.P.M. Send your turbo for quotation. We will rebuild after you have accepted the quote with a guaranteed price. Our normal delivery is 10 days from the time that we receive your okay.

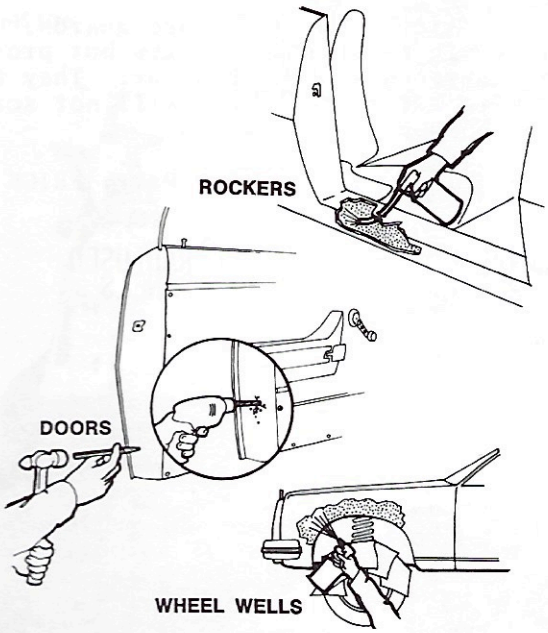
CLOSE RATIO GEAR SET KIT

	Stock Ratio	Close Ratio
1st	3.20:1	2.54:1
2nd	2.19:1	1.80:1
3rd	1.44:1	1.32:1
4th	1.00:1	1.00:1

These gears use all stock bearings and synchronizers. Installation is a simple bolt in procedure. O.E.M. heat treat which is good for wear and quiet. The concentricity of stock gears is .0015 to .0020; our gears are .15, which means the teeth run in about the true center of the gear, which makes it quieter.

PART #DS1 $275.00

RUSTPROOFING

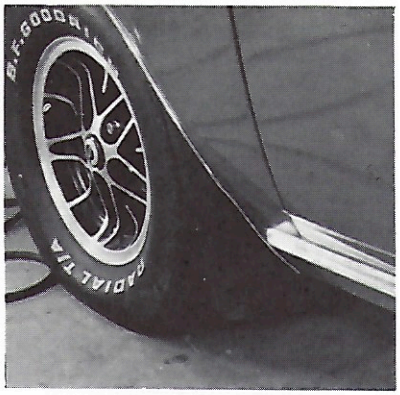


Do-it-Yourself Rustproofing System

Nox-Rust is a *proven* rust preventive used for over 10 years by U.S. industry and military. There is more than enough material for any car, and tools to reach all rust prone areas. Nox-rust is easy to apply in about 2 hours, following the instruction manual. Wt. 8 lbs. Box size 18.8" x 14.5" x 3.5".

PART #423260 PRICE $12.95

RUBBER MUD FLAPS

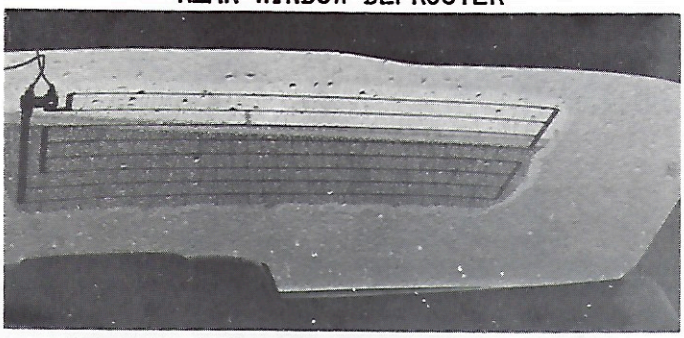


We have black rubber mud flaps to fit both the front and the rear that are not only functional but they look good.

Guard your paint against the damaging effects of stone chips and road tar with these durable plastic stone guards! Custom made to fit your Corvair; all years and all models. Help maintain the appearence of your Corvair. When ordering state year and model of Corvair.

PART # G300 Per pair PRICE $4.95

REAR WINDOW DEFROSTER



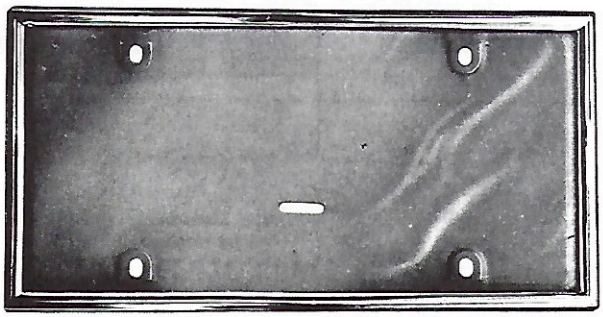
New electric defroster clears rear car window in minutes. Medal grid, it is not plastic, 10x30", imported from England.

PART #RWH30 PRICE $18.25

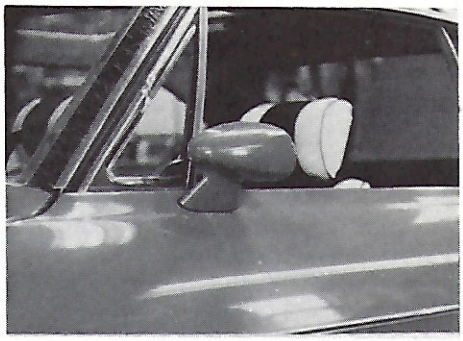
LICENSE PLATE HOLDERS

Chrome license plate holders.

PART #514 PRICE $2.60



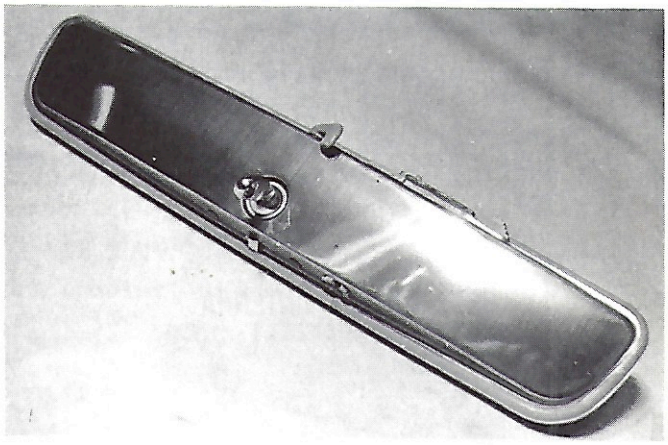
REMOTE CONTROL SPORT MIRRORS



Drivers side mirror adjusts with a handy switch on the door panel. Right-hand mirror adjusts from outside.

PART #G117 Wt. 4 lbs. $40.00 per pair

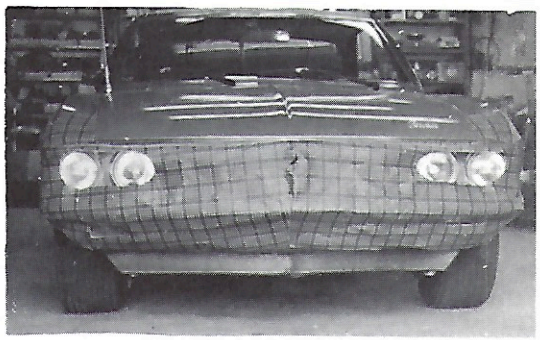
REARVIEW MIRROR



10" day/night rearview mirror, with map light.

PART #G118 Wt. 2 lbs. PRICE $13.50

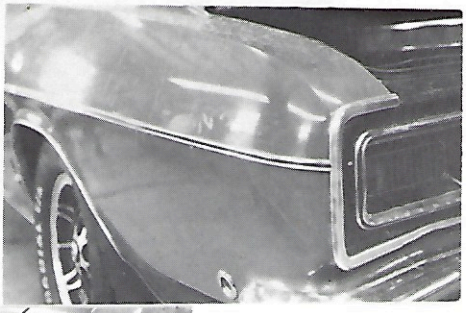
FRONT CORVAIR COVER



We have a new Corvair cover that is padded & vinyl that is a MUST for anyone that wants to keep the bugs off the front of his late model Corvair. This is a brand new item and is yet to be introduced. It is complete with mounting. It is similar to the Porsche bra.

PART #203 PRICE $22.50

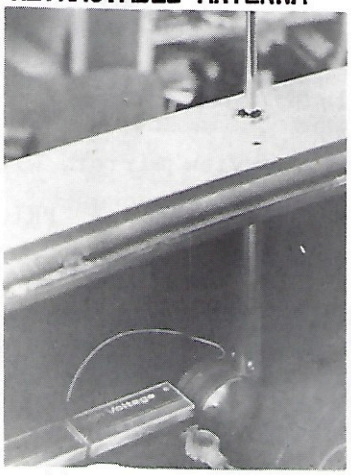
BELTLINE MOLDING



Black vinyl protective side molding which goes along the beltline of the Corvair including the front trunk lid & adds a nice styling touch and at the same time protects your car against parking lot "dings". 35 Feet enough for a complete car.

PART #S713055 PRICE $27.50

RETRACTABLE ANTENNA



We now have a kit to relocate your antenna in the back fender and retract it electrically. Comes with extension.

PART # 983 PRICE $49.95

PLASTIC CAR COVER

We have large plastic car covers with tie-downs that are white smoked plastic reinforced and it is extremely durable. This again is something if you have a car stored outside you cannot afford to be without this cover.

PART #B701 PRICE $19.95

WEATHERSTRIPPING

This is the complete kit to factory specs for the trunk and engine compartment for any 65-69 Corvair, with complete instructions as how to correctly remove the old weatherstripping. Don't let water get into your trunk. Renew the weather seal.

Also available is a weatherstripping kit for the 2 door and 4 door around the door and the rubber strip that goes between the front window and the back window.

PART #GM485 Trunk & engine compartment $6.50

PART #GM324-5 Around doors & rubber strip between windows, 2 door $20.00

PART #GM330-1 Around doors & rubber strip between windows, 4 door $18.50

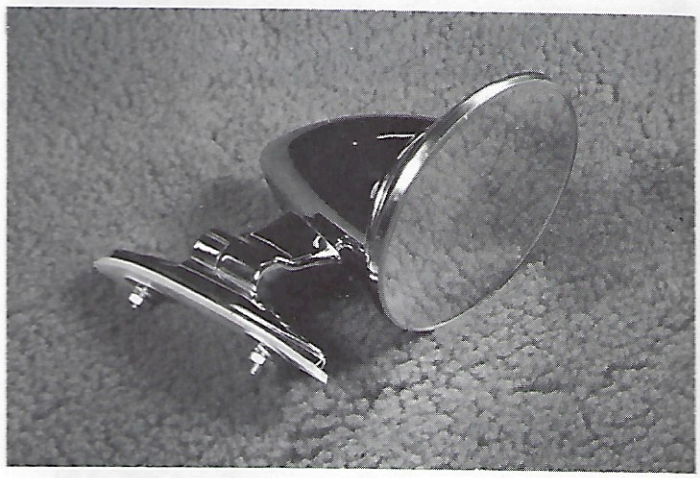
FRONT VALANCE

Stock 1966-69 Front valance
PART #GM388 PRICE $10.00

Solar type valance which has a more aggressive forward looking rake. This is noticeable on the picture in another section where the lady is leaning against the car.

PART #GM393 PRICE $24.50

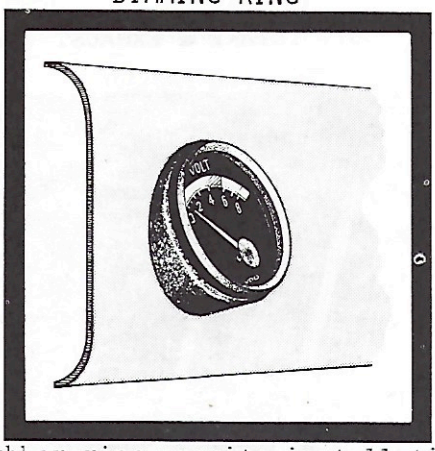
CHROME BULLET MIRROR



Made in West Germany, chrome on solid brass. 2-way adjustable. 5 inches from tip of bullet to mirror.

PART #261 Price $ 5.95 each

DIMMING RING

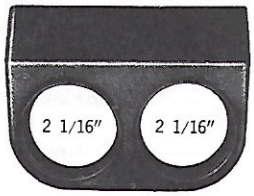


Black rubber ring permits installation of any 2 1/16" gauge at a 20 degree angle to simulate custom installation. Reverse mounting will shield gauge against sunlight for easier reading. Set of 2.

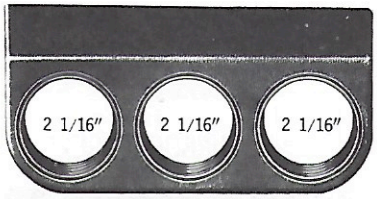
PART # V-2405 PRICE $3.95

BRACKETS AND MOUNTING ACCESSORIES

Part #V-2402



Part #V-2403



Part #V-2404

Rubber-like plastic brackets are reversible & permit various versions of top-of dash, under-dash, power train tunnel, console or any other way if installing.

PART # V-2402 PRICE $2.30
PART # V-2403 PRICE $4.10
PART # V-2404 PRICE $6.45

ACOUSTI - KIT

A noisy car is distracting! And could be dangerour. It grates on your nerves, makes you tired and irritable. The easy answer is to install *SOLAR AUTOMOTIVE'S* Acousti-Kit. The kit insulates your car against nerveracking drumming noises from the gears, engine and road and gives your car the silent luxury of an expensive model.

WHAT IS AN ACOUSTI-KIT?

The "A" Kit is comprised of 3/4" thick flame resistant material and is used for the headliner, doors, quarter panels (front & rear) with material for behind the rear seat and rear deck shelf area.

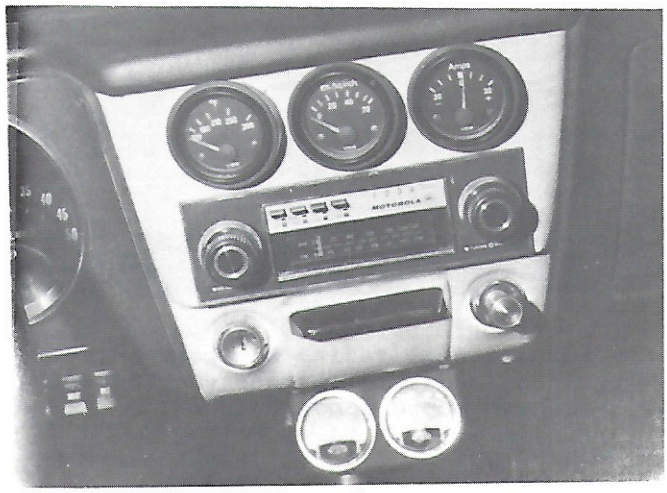
The carpet kit is 3/8" thick, closed cell soft type oil resistant neoprene with pressure sensitive adhesive to glue this to the carpet, both front and rear. This is Corvair Kit "B".

The 3/4" thick engine compartment lid, Acousti-Kit "C" replaces the factory fiberglass that lets dust drop on the engine whenever you slam the hood. Our "C" kit also does all the way over the rear wheels to the back seat. This insulates the engine compartment and absorbs noise. It can be washed off with a hose or high pressure car washer for that concourse look.

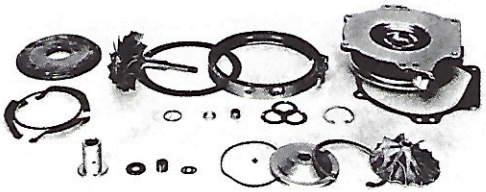
Our Acousti-Kits fit!! You need no special tools - no special skill. Can be fitted in 2-3 hours. Easy-to-follow instructions with pictures are included in each kit.

We can also supply the basic materials, which can be cut to fit any model car not included in our standard range.

Acousti-Kit Part No.	Kit "A"	Kit "B"	Kit "G"
1960-64 2 door	#264 $48.00	#464 $24.00	#664 $27.00
1960-64 4 door	#364 $54.00	#564 $24.00	#764 $27.00
1965-69 2 door	#265 $54.00	#665 $27.00	#865 $28.80
1965-69 4 door	#365 $60.00	#765 $30.00	#965 $28.80



TURBOCHARGER REPLACEMENT PARTS & REPAIR KITS



We stock replacement parts and seal kits for all Corvair Turbochargers. The seal kits & repair kits are universal but various replacement parts are not. We will be glad to furnish prices on request, but we must know what year turbo-charger you have.

TK-3 KIT Shaft seal ring and suppressor

PART #5052-28 Wt. 1 lb. PRICE $3.85

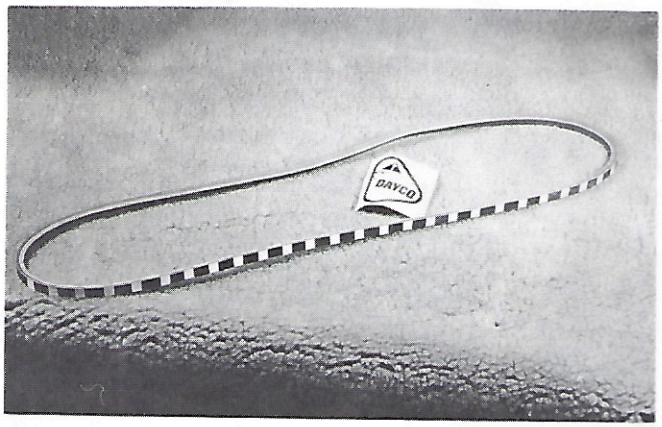
TK-4 KIT Shaft seal ring, turbine gasket, mating ring, O-ring, oil seal, compressor housing gasket.

PART #5052-29 Wt. 1 lb. PRICE $45.10

TK-5 KIT Shaft seal ring, turbine gasket, bearing, mating ring, shaft sleeve, two impeller shims. O-ring, oil seal, compressor housing gasket, six bearing shims.

PART #5052-30 Wt. 2 lbs. PRICE $61.60

FAN BELT



Heavy duty offical racing fan belt offer premium quality and special construction developed for high performance engines.

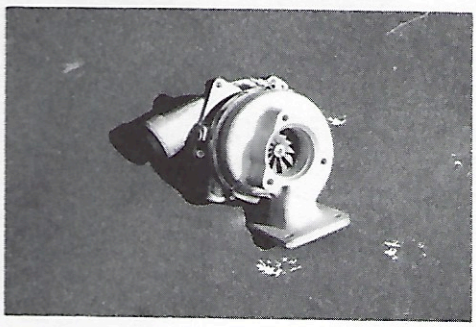
PART #264 Price $ 6.95

HEAVY DUTY INTAKE & EXHAUST VALVES

PART #ER266 Intake valve Price $2.87 each

PART #ER265 Exhaust valve Price $6.65 each

RAJAY TURBOCHARGERS



We have a limited number of <u>new</u> Rajay turbochargers.

PART #224 PRICE $248.25

HERE ARE SOME QUESTIONS AND ANSWERS THAT YOU WILL WANT TO KNOW:

QUESTION: What do oil temperature tests by leading petroleum company's show?

ANSWER: When crank case oil temperature rise above 200 degrees fahrenheit the oil additives *"which acts to retard anodication"* start to lose their effectiveness. For each 20 degrees fahrenheit increase over 200 degrees, the useful life of the oil is reduced by half. Not only that, when the oil temperature reaches 240 degrees fahrenheit the additives break-down causes the oil and additives to seperate. The oil thickens to a jelly-like consistancy and the additives thickens into sluggy masses. A thickened anodized oil loses its ability to flow easily through the engine, that causes metal to-metal contact. RESULT? Faulty lubrication, burnt out bearings and parts.

QUESTION: What happens if my oil gets too hot? Can't I just change it more often?

ANSWER: Changing oil more often is a good idea and it obviously will help to dissolve problems caused by oil that has deteriorated due to excessive heat. Unfortunately, in many cases, you will be changing oil every 200 to 300 miles which would become quite expensive. The important fact to realize here is that hot engine oil causes bearings and other moving parts to fail prematurely. By installing an oil cooler, oil temperatures are lowered to a safe operating temperature eliminating the premature engine wear. It will also extend intervals between oil changes.

QUESTION: Is the oil cooler hard to install? I understand many engine coolers require drilling holes in oil pans and are not full-flow.

ANSWER: Our engine oil coolers are easy to install. They are full-flow units and do not require drilling holes in your oil pan.

QUESTION: Most engine coolers only route oil through the cooling tube once. Is this enough?

ANSWER: Engineers at Rapid Cool say "No". The Engine Saver unit incorporates manifolds to allow 3 passes through the tubes. They work quite simply. The oil is routed through Buna N high temperature hose into a high flow manifold. 3/8" copper lines then route the oil for complete passes through the cooling tube. In other words, the oil is routed a total of 4 times through 3 lines (12 tubes) simultaneously, while other manufacturers route oil only 1 time.

QUESTION: Are all engine oil coolers full flow units? In other words, will all the oil be cooled?

ANSWER: No. There are several major manufacturers who do not make full-flow units. Most of them use the *"oil pressure gally"* oil supply. After the oil is cooled it is then routed back to the pan and is immediately reheated by the hot oil in the pan. All the oil is cooled in our oil cooler and is routed back to the vital engine parts via special adaptor.

ENGINE SAVER INSTALLATION:

There are 2 methods of installing the oil cooler system. The remote and the spacer. The remote method lets you relocate the oil filter to a more accessable possition. The spacer adaption allows the oil filter to be installed in its regular position. All kits include necessary hose, hardware and complete installation instructions.

Overheating a Corvair engine results in burned pistons and burned exhaust valves, cracked cylinder heads, loosened valve seats, pulled cylinder studs and excessive engine wear.

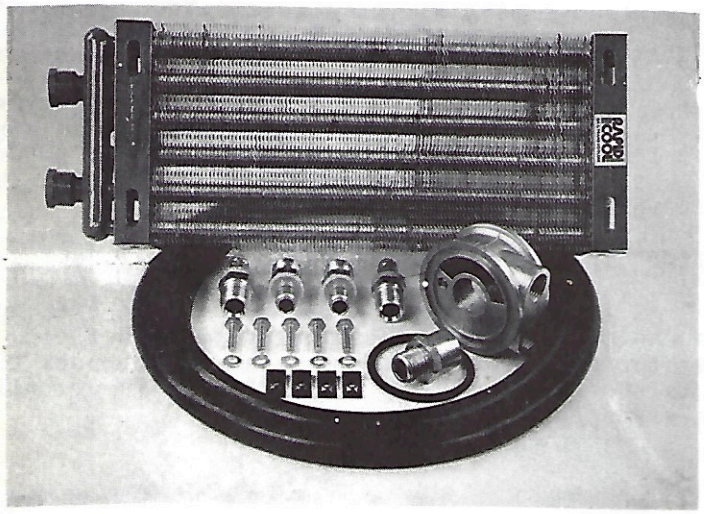
While we sell 3 different size oil coolers a more important factor than the size of the cooler is the location and air-flow over the cooler. The most commonly used location is in the engine compartment above the air cleaner where the air comes in through the Corvair engine, in the simular location of the 1966-67 air-conditioning coil. While this makes a rather easily installation it tends to bring preheated air into the engine compartment and we prefer a underside installation so that the heated air can go harmlessly on its way. Another common installation but one that requires some cutting is to duct the air from the same location, mounting the oil cooler in the fender well area and discharge the heated air through a duct through the bottom of a car staying in the fender area. By far, the simpliest and most effective location is to pick a spot under the transmission on the underside of the Corvair. This is not recommended if you are driving on gravel roads often.

ENGINE

COOLING:

At the conception of the Cavalier 3 gauges were to be installed; engine oil temperature, engine oil pressure and a amp gauge. This has lead us to some startling information. The Corvair engine as originally designed has a tendency to run hot. Just take your stock Corvair, connect an oil temperature gauge & see what temperatures you are actually running. We have found that automatic transmissions run considerably hotter than 3 or 4 speed Corvairs. We have found that when the Corvair engine displacement is increased or compression ratio is raised the operating oil temperatures increase proportionally. It is not unusual to obtain 250 degrees oil temperature on a hot day to sustain highway driving (70-75 M.P.H. remember when?).

This information lead us to a conference with the people at Rapid Cool. After examining one of our Cavaliers personally in California, the engineers came up with the equipment offered for sale below.



COMPLETE CORVAIR OIL COOLER KIT

KPC-1A 4 pass	6x13x1"	PRICE $55.00
KPC-2B 8 pass	6x9x2"	PRICE $104.95
KPC-25F 10 pass	6x12x2"	PRICE $124.95
KPC-35F 12 pass (Shown above)	6x15x2"	PRICE $134.95

Each kit is complete with #13252 oil filter adapter (shown) 10' of ½" high pressure oil hose and fittings and remote oil filter bracket, (fittings as shown).

OIL FILTER SPACER ADAPTER

13252

Installs between engine and oil filter. Converts Corvair bolt-on filter to Ford spin-on filter. All oil goes through the filter with this method.

PART # 13252 PRICE $19.95

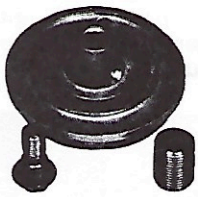
BY-PASS OIL ADAPTER

REMOTE TYPE. INSTALLS BETWEEN ENGINE AND OIL FILTER. CONVERTS CORVAIR BOLT-ON FILTER TO FORD. SPIN-ON FILTER.

PART # 13256 PRICE $13.95

CORVAIR SPIN-ON FILTER ADAPTER

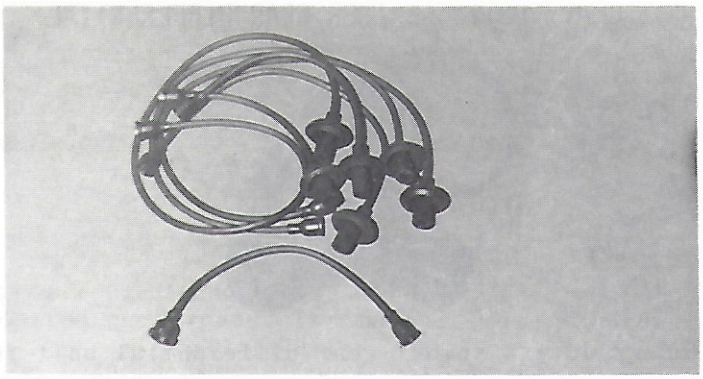
FOR ALL MODEL CORVAIRS - MODEL 13240



The Corvair adapter is designed to convert the factory bolt on oil filter to the model spin-on method for greater filtering ability and easier removal. The kit comes complete with all gaskets and parts required for installation. The adapter is easily bolted to the engine by the factory oil filter hold-down bolt. No modifications of any kind are required. An added feature of the adapter is that it allows the addition of an engine oil cooler (either by-pass method or spacer). No extensive modifications are necessary as were previously required to adapt any oil cooler to the Corvair engine. The filter adapter may be purchased separately or the complete oil cooling kits, which includes the adapter, cooler and all hose and fittings necessary to convert your Corvair to a spin-on filter with remote oil cooling. Adapter base accepts Fram oil filter #PH16 if engine sheet metal is attached or Fram PH8 or HP1 if surrounding sheet metal is removed.

PART #13240 PRICE $12.95

SILICONE CORE IGNITION CABLE SETS



1. Black Hypalon jacket
2. Fiberglass reinforcing sheath
3. High-dielectric synthetic rubber insulation
4. Conductive silicone coating
5. Conductive fiberglass strands

Why Silicone? High temperature resistance, retains physical and electric properties from 500 degrees F to -150 degrees F. Low moisture absorption. Silicone repells water, withstands moist operating conditions. Resists weathering Silicone is unaffected by ozone, oxygen, other gases and corona. Double reliability. Silicone maintains circuit continuity. Conductive fiberglass and conductive silicone core. Chemical resistance. Silicone is resistant to oils, grease and other related dhemicals.

Fits all year Corvair. With distributor terminal and spark plug well covers.

PART #4130 Per Set , PRICE $15.00

SPARK PLUG WELL COVERS

Need 6 per engine.
PART #1506 PRICE .45¢ each

CONVERTIBLE TOPS

We still have convertible tops & they are still $99.50. We have added a convertible top installation guide, 64 pages of complete instructions, shortcuts & how to take care & feeding of your convertible. This is a must for any do-it-yourselfer who has a convertible. Comes in black, tan, gold & white.

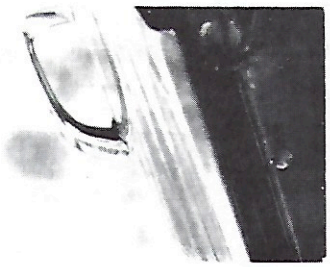
PART #200 PRICE $99.50

LUGGAGE RACKS

Luggage racks for the roof 36" x 45" and for the engine compartment lid 20" x 40".

PART #201 for roof PRICE $54.00
PART #202 for lid PRICE $44.00

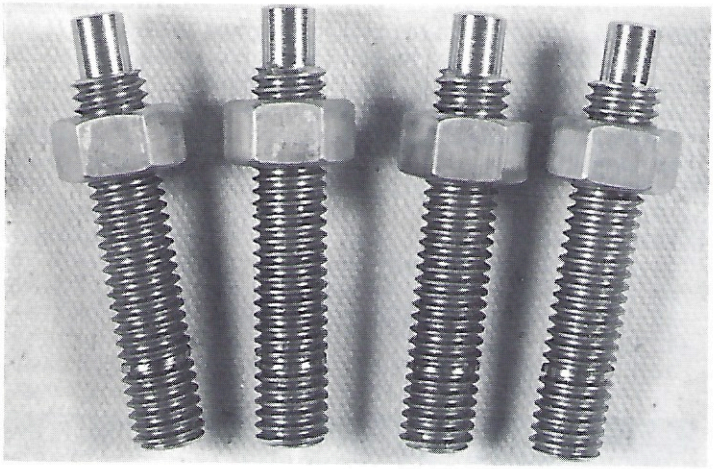
CAT WHISKERS



Cat whiskers where the side windows roll up and down, for the 2 door 1965-69.

PART #GM453R Right hand inner PRICE $2.13
PART #GM453L Left hand inner PRICE $2.13
PART #GM759R Right hand outer PRICE $2.08
PART #GM759L Left hand outer PRICE $2.08
PART #GM4530 Outer front PRICE $1.71
PART #GM453I Inner front PRICE $1.76

STAINLESS STEEL STUDS

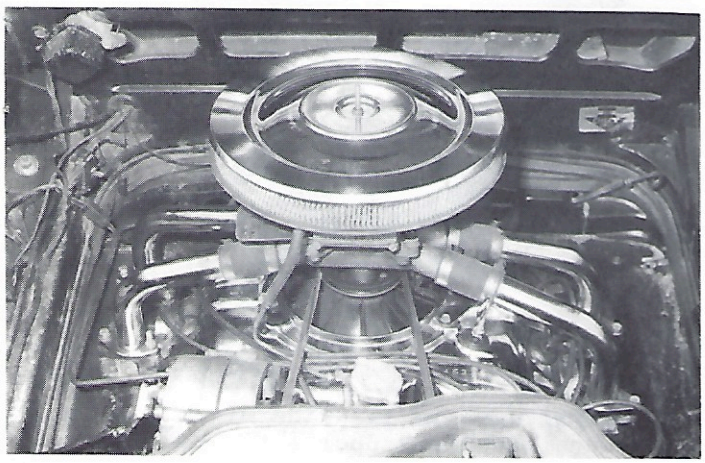


Stainless steel studs with nuts designed to withstand 10,000 degree sustained operating temperature. Manufactured from #303 aviation stainless stock, rolled threads and rolled stop grove. Stronger than original equipment and will not corrode. 4 in a kit.

For stock exhaust manifolds only

PART #WS303 1 lb. PRICE $15.95

4 BARREL RAM INDUCTION MANIFOLD

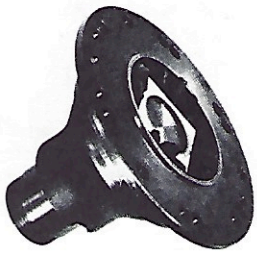


The 4 barrel ram induction manifold that many of you have seen on our red Cavalier for 140 HP engine. Use Holley 390 CFM Carburetor (shown).

PART #208 PRICE $55.00

Air cleaner above as shown
PART #1186 PRICE $14.95

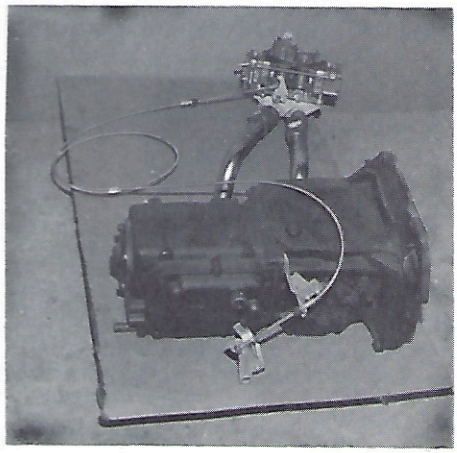
HEAVY DUTY 4 SPIDER GEAR DIFFERENTIAL



Heavy duty 4 spider gear differential unit replaces stock 2 spider unit and is universal from '62 - '69 in all Corvair differentials for positraction or open designs. We consider this unit to be absolutely essential when differential is subject to high shock loads such as encountered in any Corv-8 installation or even when using a stock Corvair engine in Slaloms or an off road racing situation. We are selling lots of them to people using the early Corvair box in dune buggies. This unit is bolted in, requires no special installation techniques and absolutely doubles the strength of the weak stock unit. (It also makes it possible to bolt in a 3.89-1 ring gear as the earlier bolt pattern is also drilled in the carrier). No exchange needed.

PART #4023 Wt. 6 lbs. PRICE $89.50

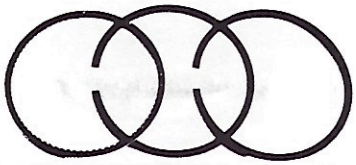
THROTTLE CABLE



We have finally completed the testing of our new throttle cable for the centermounted 4 barrel conversion. Complete kit with fittings.

PART #207 PRICE $24.95

MOLY PISTON RINGS



It's a Fact that right here is where your custom performance is created, for example:

The channel face of each cast-iron compression ring is sprayed with molybdenum, molecularly bonded to the cast iron, leaving approximately ten thousandths of an inch of cast iron both at top and bottom of the ring.

This combines the quick-sealing qualities of cast iron for initial seating with the superior wearing qualities of molybdenum for long life.

The quick-seating ability is a most important function, since it quickly controls blow-by, preventing oil contamination & power loss.

The added benefits are the elimination of scuffing and improved fuel economy, resulting from less engine friction.

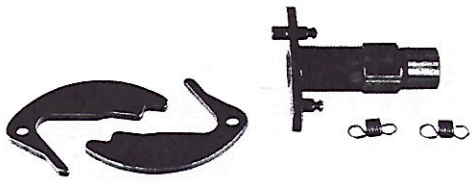
Molybdenum belongs to the same chemical family as chrome. Its physical properties, however, are far more impressive, a lower coefficient of friction, greater assprayed hardness and high resistance of abrasion. Moly's unusual resistance to scuffing is due primarily to its high melting point of 4750 degrees. F. Dimensionally stable, thermal conductivity is several times greater than either cast iron or chrome-plated cast iron. Then, too the controlled porosity of Moly acts as a reservoir for lubricating oil, eliminates scuffing and helps reduce wear on cylinder walls.

COMPARATIVE CHARACTERISTICS:

"MOLY" 4750 Degrees F. Melting Point
CHROME PLATE 3212 Degrees F. Melting Point
CAST IRON 2000 Degrees F. Melting Point

PART #T8006M.060 PRICE $43.67
Set for 6 pistons, specify bore size of pistons

OPTIMUM ADVANCE DISTRIBUTOR KIT CORVAIR ENGINE

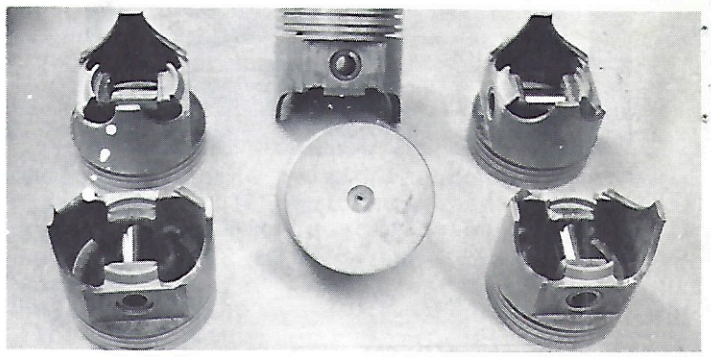


Does away with vacuum advance and gives correct centrifugal advance curve for best performance from any Corvair engine. The kit consists of proper cam, weights and springs to convert any '62 and later distributor to a "straight line" advance (12 degrees at idle, 36 degree limit by 2,800 RPM). We found that to get power from any Corvair, this is the logical starting point.

PART #5068A Wt. 1 lb. PRICE $19.95

Advance Distributor Kit for Turbocharged engine
PART #5068B Wt. 1 lb. PRICE $19.95

POWERFORGED RACE PISTONS



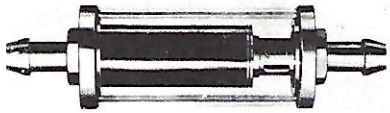
You'll get winning performance all the way because...Powerforged pistons are FORGED...not cast! Aluminum slugs are pounded into piston form with tremendous force. This forged structure enables the Powerforged piston to match the increased load and compression ratios of new, more powerful racing engines.

A dense grain flow assures GREATER OPERATING STRENGTH THAN CAST ALUMINUM without adding weight. They balance perfectly, dissipate heat faster.

Used wherever STRENGTH, TOUGHNESS and Scuff-resistance are needed, they have no porosity, withstand greater impact because they are forged, assuring longer life. They're a STRONG & TOUCH RACING PISTON. Ribbed for added strength.

PART #TL2006F set of 6 w/wrist pins $67.00
Specify bore: stock, .010, .020, .030, .060

INLINE FUEL FILTER

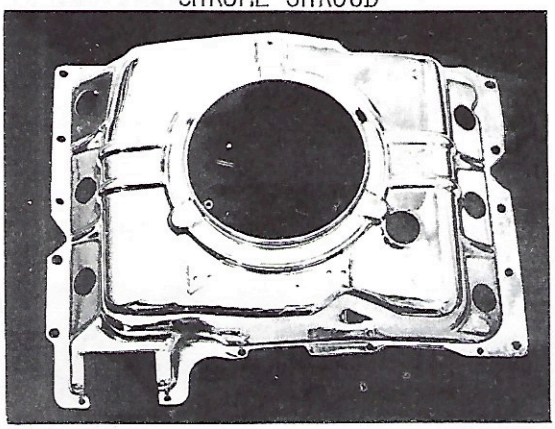


The transparent PYREX housing is hi-impact glass like the PYREX cookware only better quality. The filter element is the famour Bendix aircraft type MICROBON cellulose ribbon element--40 micron filtration. CLEANS GAS PURE CLEAN. TRAPS ALL WATER, too. Takes 40 micron to do the job.

Its cleanable. And the cartridge replaceable economically. VIEW-ALL is a true gas filter, not an ordinary coarse screen strainer.

PART #VA-4 for 1/4" flex lines	$ 4.25 ea.
PART #VA-5 for 5/16" fuel lines	4.25 ea.
PART #VA-6 for 3/8" fuel lines	4.25 ea.
Replacement #9 element	$ .75 ea.

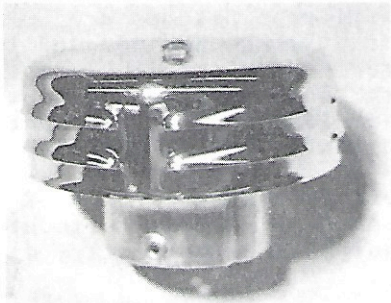
CHROME SHROUD



This beautiful chrome plated shroud only $20.80 exchange. Exchange requires $10.00 deposit; refunded on receipt of your old shroud in good condition.

PART #145 Wt. 5 lbs. PRICE $20.80

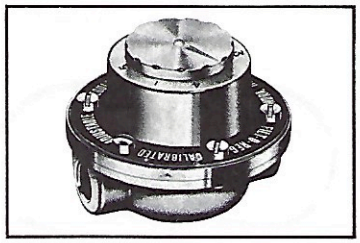
AIR CLEANER



Superb chrome, flameproof cartridge, paper filter, excellent "Breather", awning design, 2-11/16" high, 4-5/8" diameter.

PART #144 Wt. 2 lbs. PRICE $4.95

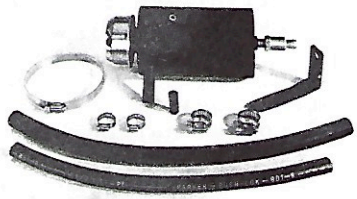
FUEL PRESSURE REGULATOR



Weber carburetors are sensitive to fuel pressure and, to be sure you are not over-pressurizing the fuel supply, we recommend using a regulator is adjustable from 1 to 5 psi in ½ psi graduations.

PART #5222 Wt. 1 lb. PRICE $10.45

BREATHER BOX



On most competition or race prepared stock engines when operating at extreme RPM's and beyond their normal design limits for power, the crank case pressure exceeds limits of seals, filler cover gaskets, etc. generally causing a loss of oil and related problems. This Breather Box is designed to relieve the pressures which tend to push oil out of competition engines during periods of extreme use. It is not legal nor recommended for passenger cars in regular daily use. If your car has excessive crankcase pressure beyond the capacity of normal PCV systems - FIX IT! Don't make the rest of the people in the world breathe your bad air. Round and straight cylinders with good rings and proper size valve guides will usually cure all these problems (replace your PCV valve every 15,000 miles). Box comes with tubes to place in valve covers, hoses to connect to box and filter cap.

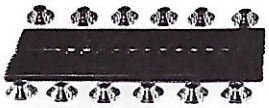
PART #5025 Wt. 4 lbs. PRICE $19.25

ANTI-FLOOD KIT - ROCHESTER CARBS

For all normally aspirated (no supercharger) engines (80 to 140 HP). When cornering power is up or the road is rough (off-road racing), the stock Rochester flood causing power loss and high fuel consumption. This kit is quickly installed and does not interfere with stock or other air cleaner set-ups. Enough parts for 4 carburetors. Instructions included.

PART #5042B Wt. 1 lb. PRICE $10.45

TWO PIECE PUSH RODS



Over length 2 piece push rods need machining for adjusting the length. To be used for variations in cylinder, head and cam dimensions to give correct rocker arm geometry.

PART #5094F Wt. 3 lbs. PRICE $32.95

DUAL SPRINGS

Higher rate dual springs should be used in any Corvair engine to be run above 5,500 RPM. Especially necessary with fast opening high lift camshafts to insure against valve float up through 7,500 RPM.

PART #5094B Wt. 3 lbs. PRICE $32.95

LIGHTWEIGHT VALVE SPRING RETAINERS

Lightweight spring retainers for Corvairs reduce inertial load on the lifters and camshafts and allow higher RPM.

PART #5094C Wt. 1 lb. PRICE $13.20

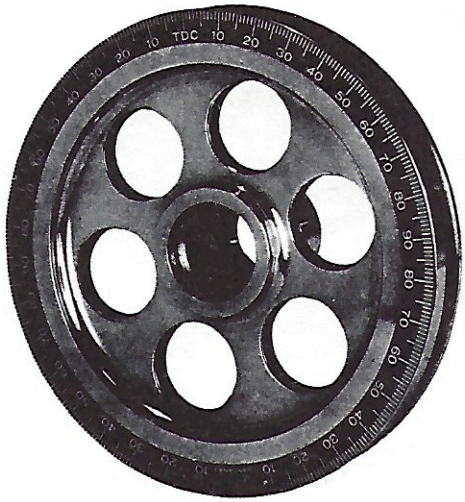
NOTE: *We have never found any lifters that come close to performing as well as the stock GM units #3869997 so we recommend their use. New ones are good insurance when rebuilding an engine, and should always be used when the cam is changed.*

SAND SEAL KIT

Made originally for sealing the throttle shafts on Corvair Rochester carburetors, but it will work on any carburetor with 5/16" diameter throttle shafts that protrude ¼" or more from the carburetors on each side. Split construction does not require disassembly of the carburetors for installation. Sold per throttle shaft to be sealed.

PART #5039 Wt. 1 lb. PRICE $ 2.20

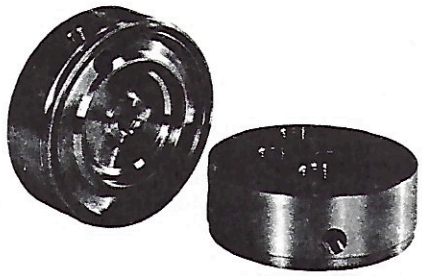
CORVAIR PULLEY



Easily installed, made of light weight aluminum alloy. Comes complete with timing degree wheel.

PART #5070 Wt. 2 lbs. PRICE $30.25

CORVAIR OIL COOLER/FILTER ADAPTOR



Tired of excessive oil temperatures and dirty oil? This adaptor couples directly to the old filter adaptor (all models of Corvair engines) and makes it possible to run a remote oil cooler and full flow filter simultaneously in series, in addition to the stock cooler. The adaptor has 1/8" pipe holes tapped into both inlet and outlet, making it possible to monitor temperature in and out of remote system. Separate 3/8" tapped hole adapts to any pressure sender. Entire system disconnects with one bolt for easy maintenance of engine. Use with #5126 oil cooler and #HP1 oil filter and adaptor. Requires Airoquip hose and fittings available from Earl's Supply, 14611 South Hawthorne, Lawndale, Calif. 90260 (213-679-1438) at a very nominal price (*if you buy direct, you don't have to pay us to handle*). We can't anticipate the lengths you will require. Flow schematic comes with adaptor.

PART #5072 Wt. 2 lbs. PRICE $19.25

O-RINGS

Made from space age materials. When you are rebuilding your Corvair engine, you need these heat resistant O-rings. One of the reasons for oil leaks is that the O-rings become hard from the engine heat. These are made of heat resistant material and resist drying, and will prevent leaking of oil from your Corvair engine. A set contains 24 O-rings for the Corvair push-rod tubes and 12 O-rings for the rocker studs.

PART #5093 Wt. 1 lb. PRICE $11.95

HIGH PERFORMANCE NOW

Turbocharging is the simplest, least expensive way of dramatically increasing the performance of your automobile. It does not require major modification of your engine and is particularly suitable for street use as it is a total demand system. The fantastic performance increase is there when you want it, and it will improve your efficiency and mileage when not operating under boost. Boost is achieved simply by stepping down on the accelerator. The exhaust gases spin a turbine wheel which drives an air pump to pressurize the intake manifold and cylinders. The increase in intake pressure enables the engine to breathe much deeper than a normally aspirated engine and provides a tremendous power increase at the touch of your toe. Boost is dissipated simply by backing off the accelerator, as the system functions strictly on demand.

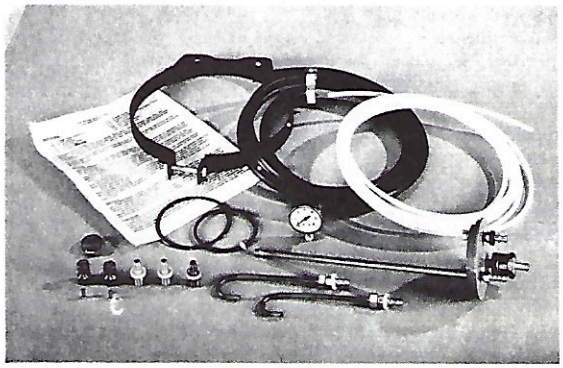
Another feature of the Crown turbocharging system is that you can install it yourself with basic tools. It's a simple bolt-on system. The Crown turbocharger is a high precision unit built to aerospace tolerances and engineered to outlast your car.

ANTI-FLOOD KIT - CARTER CARBS

Kit for Turbo-charged engines (150 to 180 hp). The stock carburetor vent is too low & tends to flood out the engine in right hand turns when cornering power is increased above stock. This kit takes 15 minutes to install & cures the problem forever with no side effects. A must for slaloms, road racing, or just plain hard road driving. Instructions included.

PART #5042A Wt. 1 lb. PRICE $8.25

WATER INJECTION SYSTEM FOR TURBOCHARGED ENGINES

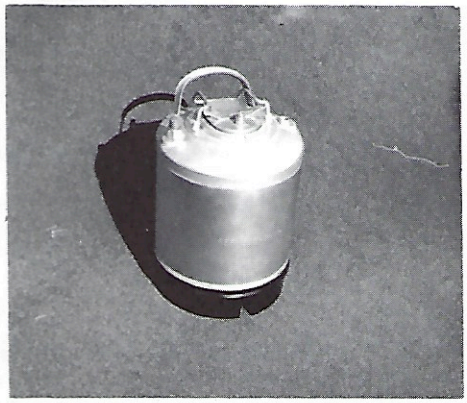


Any turbocharged engine working between 10 psi 30 above atmospheric pressure needs water and/or alcohol to eliminate detonation.

This is a fool-proof, pressure operated system which works just as well inside an air cleaner as out. When the Turbocharger produces boost, water is injected through an orifice into the carburetor. When the boost stops, the water stops. Our experience shows that one tank of water usually lasts through 2-3 tanks of gas on a street machine which is driven hard but this is strictly dependant on how long the car is driven on "boost". This system, or some means of metering water to the engine over 10-12 psi, must be used, or detonation will surely destroy the pistons and rings in your engine.

PART #5049 Wt. 5 lbs. PRICE $81.95

Tank (pictured below)
PART #5049T Wt. 4 lbs. PRICE $39.00

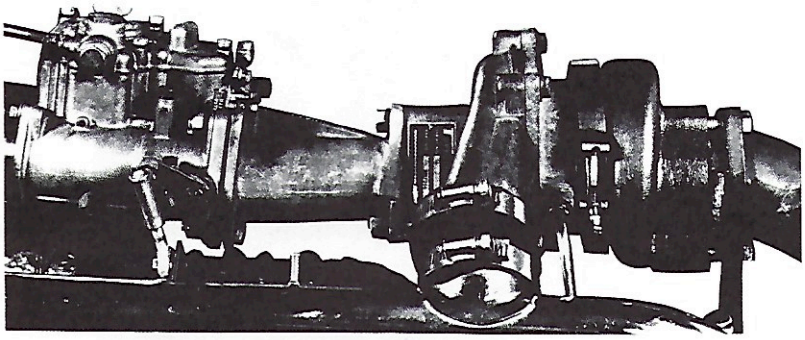


CROWN OPTIMUM ADVANCE DISTRIBUTOR KIT FOR TURBOCHARGED CORVAIR ENGINE

Does away with pressure retard. Makes any Corvair distributor adaptable for use with a turbocharger.

PART #5068B Wt. 1 lb. PRICE $19.95

45 DCOE WEBER SIDE DRAFT CARBURETOR FOR TURBOCHARGED ENGINES



The Weber Carburetor goes on 5044 Crown Adaptor to Corvair Turbocharger to give a good workable, flexible carburetor for other mods to be made to turbo engine (Stock carburetor is very limited in this respect).

WHILE THEY LAST....
PART #5201 Wt. 7 lbs. PRICE $125.00

ADAPTOR TO CORVAIR TURBOCHARGER

Weber Carb Adaptor to Corvair Turbocharger from 40 to 45 mm Weber side draft carburetor. Kit includes O-rings, "wavy washers" for the proper Weber set-up and throttle linkage.

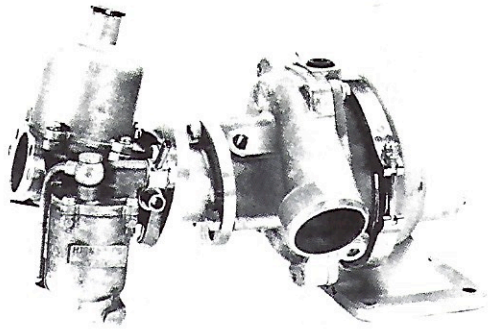
PART # 5044 Wt. 3 lbs. PRICE $48.95

HIGH PERFORMANCE EXHAUST HOUSING FOR TURBOCHARGER

By reducing the area of the scroll in the housing we have been able to both lower the RPM at which boost occurs, and increase the total amount of boost available. This housing may be bolted on any existing Corvair turbocharger that is in good condition, and will increase the boost available as well as "coming in" about 1,000 RPM sooner. To develop the full potential from this unit, we strongly suggest the water injection system and one of our carburetor systems to replace the stock Carter carburetor.

PART # 5041A Wt. 9 lbs. PRICE $89.75
PART # 5041B for 65 & later PRICE $89.75

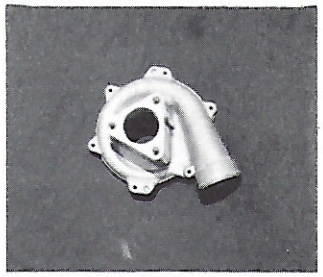
S.U. CARB ADAPTOR TO CORVAIR TURBOCHARGER



We recommend using 1-3/4" or 2" S.U. carburetors for an excellent, flexible carburetor that is easy to work with. Simple tapered needle is uncomplicated. Suction chamber (variable venturi) is a true demand system. The carburetor is not vibration or "G" sensitive, so makes the best off-road arrangement we have found. The S.U. also makes the most tractable street carburetor we have worked with. It may not provide the total power obtainable from the 45 mm DCOE Weber, but it is so functional and easy to set up that we recommend it for everything but all out road racing.

PART #5045 Wt. 3 lbs. PRICE $53.85

TK-10 KIT HI-FLOW COMPRESSOR

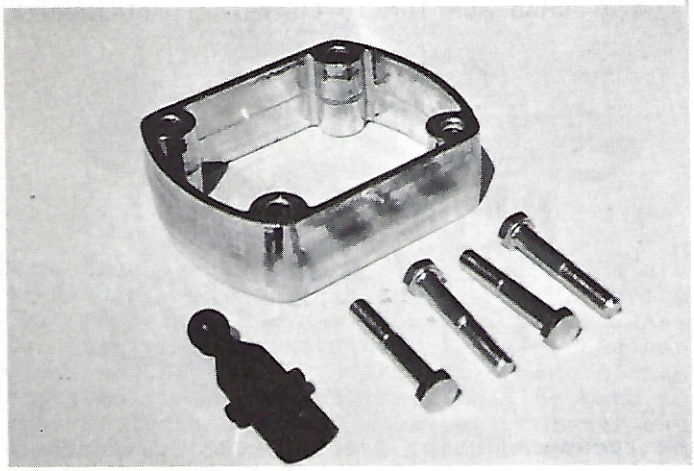


Our TK-10 kit consists of reworked '65 Corvair Turbo Compressor housing (looks the same from outside) and an investment cast compressor wheel of larger design and pumping capacity. The stock Corvair compressor is die cast and cavitates (quits pumping) at about 80,000 RPM and then disintegrates. Our compressor will pump at a much higher capacity and stay together through 120,000 RPM.

NOTE: WHEN THE TK-10 KIT IS USED WITH THE CROWN SMALLER AREA EXHAUST TURBINE HOUSING IT IS IMPERATIVE TO USE WATER (OR ALCOHOL) INJECTION TO ELIMINATE DETONATION AND MAKE IT POSSIBLE TO GO UP PAST 10 PSI (ABOUT 20" Hg.). WE HAVE SEEN OVER 30 PSI BOOST WITH THIS COMBINATION WHILE LOADED ON THE DYNO.

PART #5051 Wt. 4 lbs. PRICE $109.95
(for '65 housing only)

QUICK SHIFT KIT



Reduces shift lever travel on all 3 & 4 speed Corvairs. Provides that quick, positive action that makes shifting a pleasure. The polished aluminum spacer is a rugged die cast part. The shift extender & bolts are heat treated for durability. Instruction sheet included.

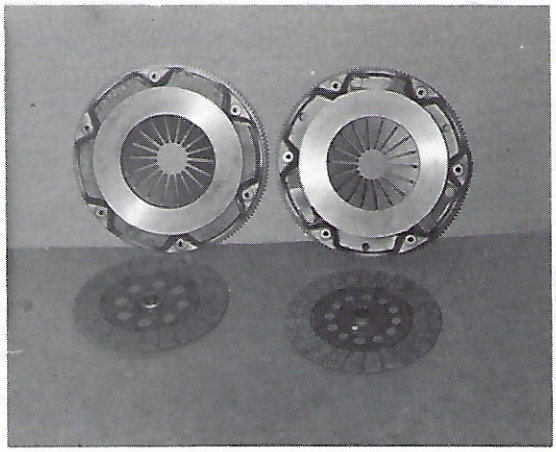
PART #QS-141 1 lb. PRICE $ 9.00

CORVAIR INPUT SHAFT

The long, slender Corvair clutch shaft is also inadequate for transmitting extremely high torque to the drive train. This shaft is made exactly like the '66 and later stock shaft, only out of better material. You should be using the "Saginaw" transmission for high horsepower engines. This transmission is over twice as strong as the '65 and easlier, and it will fit in the '65 car but not the old swing axle cars.

PART #5075 4 lbs. PRICE $49.50

FLYWHEEL, PRESSURE PLATE & DISC

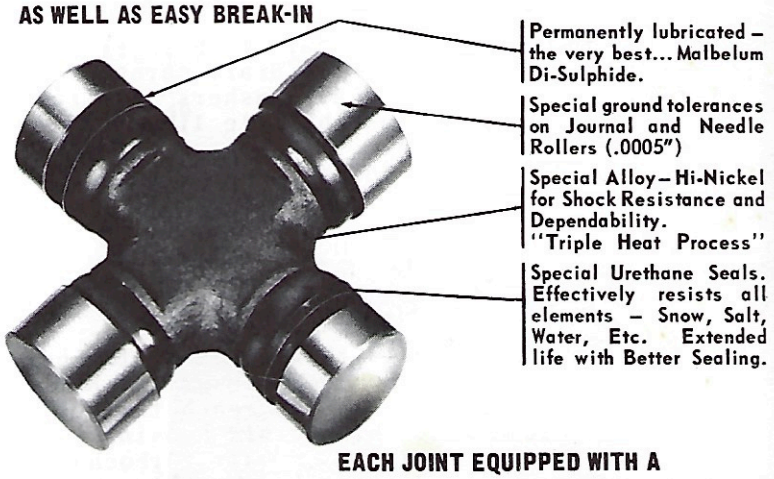


We have rebuilt flywheel, pressure plate and disc both in the heavy duty and stock variety. If you wish to have your flywheel welded and balanced it is an additional $20.00.

PART #N206S For stock PRICE $22.50
PART #N206HD For Heavy-Duty PRICE $24.50

U-JOINT

BLACK OXIDE FINISH FOR RUST AND CORROSION PREVENTION AS WELL AS EASY BREAK-IN

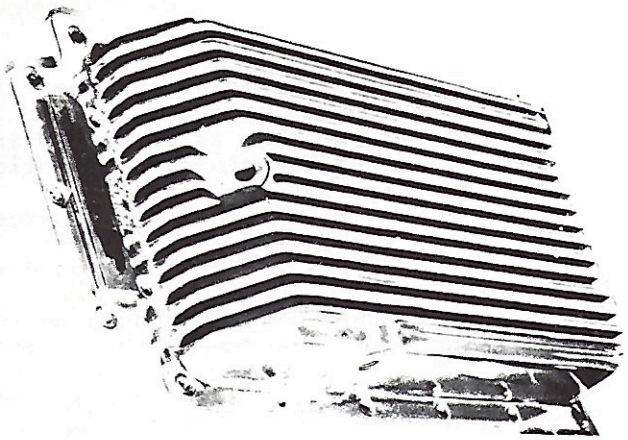

Permanently lubricated – the very best... Malbelum Di-Sulphide.
Special ground tolerances on Journal and Needle Rollers (.0005")
Special Alloy – Hi-Nickel for Shock Resistance and Dependability. "Triple Heat Process"
Special Urethane Seals. Effectively resists all elements – Snow, Salt, Water, Etc. Extended life with Better Sealing.

EACH JOINT EQUIPPED WITH A GREASE FITTING FOR LUBRICATION

If you are going to subject your V8 or V6 powered Corvair to road racing applications then this heavy duty U-joint is a MUST.. For normal Corvair use the stock U-joint is adequate. We highly recommend this for any application where more than normal Corvair power is going to be applied to the rear wheel.

PART #236 PRICE $10.95 ea.

OIL PAN FOR CORVAIRS



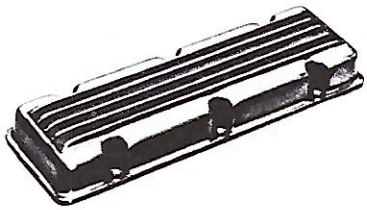
THIS large capacity finned aluminum oil pan will increase oil capacity 2 quarts.

The pan is finned inside and out and offers the following advantage; 237 sq. inch in cooling area keeps oil temperature down, lets engine run cooler.

Drilling boss provides for installation of oil temperature gauge. A must addition for supercharged and "souped up" engines!

PART #T-10-8944 2 qt. capacity PRICE $32.50

POLISHED FINNED CAST ALUMINUM VALVE COVERS FOR 1960-69 CORVAIRS



Adds additional cooling surface - reduces valve noise. Will not bend or warp like steel covers. Helps keep engine cooler.

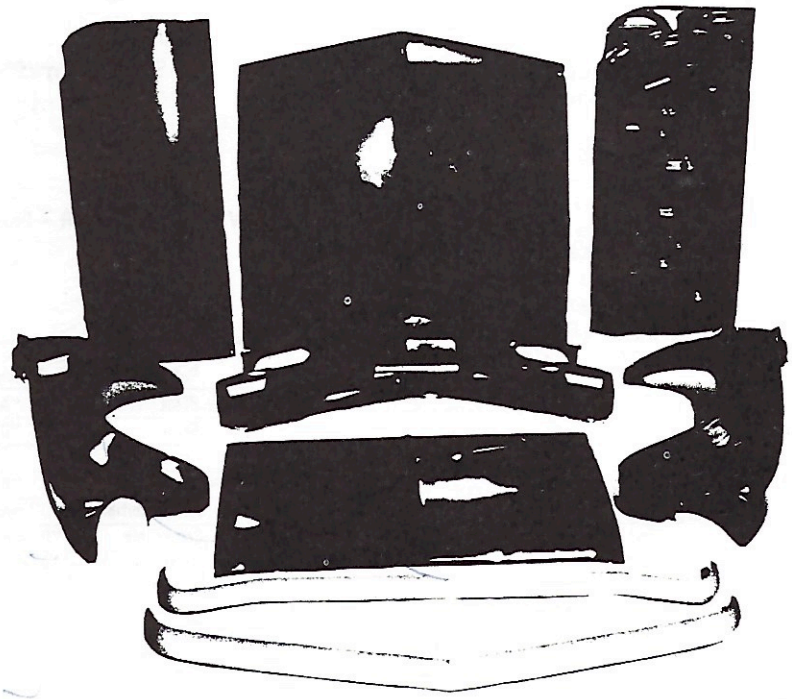
PART #T-10-1405 PRICE $28.50

FIBERGLASS PARTS

Light weight, double strength fiberglass, high quality reproduction for racing application OR for replacement of rusted parts. Once installed & painted it is impossible to detect that they are fiberglass and not steel.

*PART #16-1	Hood, Std. replacement	$151.70
PART #16-2	Hood, Std. lift-off	$139.18
PART #16-3	Front fenders	$119.25
PART #16-4	Front panel	$ 49.00
PART #16-5	Front bumper	$ 49.00
PART #16-6	Rear bumper	$ 49.00
*PART #16-7	Door, inner & outer shells	$139.18
PART #16-8	Deck lid, Std. lift-off	$125.25
*PART #16-9	Deck lid, Std. replacement	$139.18
PART #16-10	Spoiler deck, lift-off	$139.18
*PART #16-11	Spoiler deck, replacement	$151.70
PART #16-12	Rear engine grille	$ 49.00
PART #16-13	Headlight rims	$ 49.00
PART #16-16	One pc. front	$410.50

*Comes with inner panel installed.



A SAGGING REAR . . .

One of the most neglected conditions affecting front-end alignment is sagged rear springs. This condition is quite prevalent on late-model cars with soft suspension systems.

Coil springs on the rear can sag just as quickly as coil springs on the front . . . a condition affecting rear braking & chassis-body attitude when brakes are applied.

In addition, sagging rear springs seriously affect front-end alignment.

When both rear springs are sagged an equal amount the front end will be affected on both sides...caster and camber will suffer most and, since camber is a tire-wearing angle, the effects of misalignment will appear quickly as abnormal wear on front tires.

When one rear spring is sagged more than the other, it produces a cross-chassis effect. A sagged right-rear spring will produce a serious camber error in the left-front wheel. Conversely, a sagged left-rear spring will affect camber in the right-front wheel.

Poor handling and tire wear will always result from incorrect rear height.

ALWAYS MEASURE THE CAR HEIGHT AT BOTH FRONT AND REAR...AT POINTS STATED BY THE MANUFACTURER.

MEASURE . . . DON'T SIGHT

There is a positive procedure to use in evaluating the lay of a sagging vehicle. Measurement points have been provided by the vehicle manufacturer to enable you to determine precisely WHEN and HOW MUCH the springs have sagged.

TAKE READINGS ON BOTH ENDS

Height measurements may be within limits on one side & low on the opposite side. Always measure at all four corners & compare the two sides with manufacturer's tolerances. (Chevrolet Products uaually allow ½-inch tolerance between sides.)

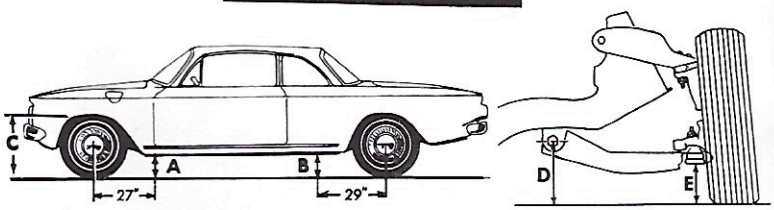
MEASUREMENT POINTS AND SPECIFICATIONS

CHECK THE LOAD

Before taking any measurements always check the curb weight of the vehicle in order to make sure that loading is the same as specified in the manufacturer's specifications. The following items are standard for most cars:

1. CHECK THE TRUNK - It should be empty except for spare tire and jack.
2. CHECK THE FUEL SUPPLY - The tank should be filled with gasoline.
3. CHECK TIRE PRESSURES - Tires should be inflated to manufacturers recommendations. Allowances must be made for the wear on used tires.
4. CHECK FOR MUD, ETC. - Remove any heavy accumulations of debris from underside of vehicle.
5. LOCATE CAR ON LEVEL PAVEMENT - Move the vehicle to a level location to provide equal weight distribution.
6. THE FRONT SEAT - It must be moved to its rearmost position.
7. GET OUT - There must not be any passengers in the car--nor even the driver (unless so stated in the specifications).
8. In addition to the procedure above, it should be determined if the vehicle had any accessories such as air conditioning or power steering installed by the dealer or outside shops. When accessories are installed other than at the assembly plant the springs are usually not changed to compensate for the additional weight.

for CHEVROLET CORVAIR



"A" Dim. – Floor to body sill 27" back from centerline of front wheel.
"B" Dim. – Floor to body sill 29" forward from centerline of rear wheel.
"C" Dim. – Floor to top of wheel opening at centerline of front wheel.
"D" Dim. – Floor to center of the inner pivot of the lower control arm.
"E" Dim. – Floor to the bottom surface of the ball stud assembly.

for CHEVROLET CORVAIR – Front and Rear

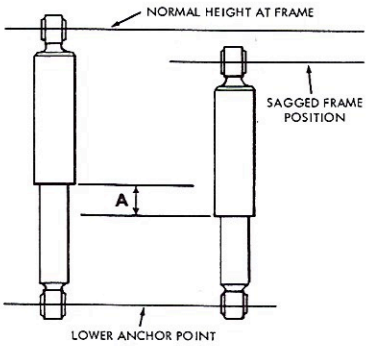
Year	Model	Dimension	Measurement (Inches)
1961-64	All – Front.....	"A"	8 7/8 to 9 7/8
	– Rear	"B"	8 7/8 to 9 7/8
1965-66	All – Front.....	"C"	25 3/4 to 26 3/4
	– Rear	"B"	8 to 9
1967-69	2 Dr. exc. Convertible ..	"D" minus "E"	2 to 3
	Convertible.....	"D" minus "E"	1 7/8 to 2 7/8
	4 Dr. exc. Monza.....	"D" minus "E"	1 7/8 to 2 7/8
	Monza	"D" minus "E"	1 5/8 to 2 5/8

GIVE THE "SHOCKS" A CHANCE

Shock absorbers are designed to bridge a definite distance between the anchor point on the frame and the anchor point on the suspension member. This distance is based upon correct vehicle HEIGHT.

Point "A" below shows the shortened shock absorber due to sagged springs. The lowered height positions the frame closer to the rubber "bottoming" bumper and, with additional softness of the sagged springs, the vehicle will likely "bottom" frequently on rough road surfaces.

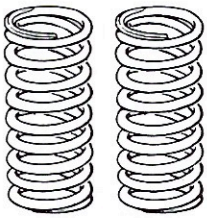
What gets the blame? The shocks--- not the springs. Install new COIL SPRINGS to restore normal vehicle height, then replace the shock absorbers.



REPLACE IN PAIRS...

COIL SPRINGS PROTECT YOUR SHOCKS.

Coil springs should always be replaced in pairs, either in front or rear, to insure restoration of basic alignment angles and equal resilience. Replace all four when needed.



NEW SPRINGS WILL ALSO RELIEVE EXCESSIVE DEMANDS ON YOUR SHOCKS.

THE COIL SPRING . . .

When you say "steering and suspension," most people think only of betterknown parts such as ball joints, shock absorbers, idler arms, tie-rod ends, etc. They often forget about coil springs, those unsung heroes who are the major load carriers of the suspension system.

New coil springs are the varsity "line backers" of the steering and suspension system because: (1.) Weak coil springs cause shocks to wear out prematurely. All shocks need the support of big-muscled, matched pairs of full-strength coil springs. (2.) Alignment can't be set properly unless the car is restored to proper height. The best way to restore car height is with new coil springs. (3.) To restore a comfortable ride, nothing beats a set of new coil springs.

Alignment specialists prefer Moog coil springs because they're computer designed with a built-in overload factor, and matched in pairs for balanced performance. Moog has also developed special tools which enable you to replace coils faster and safer...more reasons why the "unsung heroes" of Moog should be in your lineup.

REMEMBER...When coil springs sag...the best remedy is REPLACEMENT.

WHEN should coil springs be replaced?

When the specified measured height of the vehicle is lower, due to sagged springs.

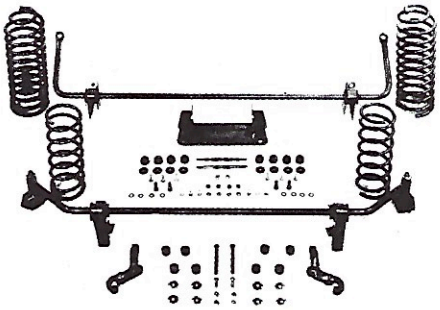
WHY should sagged coil springs be replaced?

What has been lost from the original coil spring cannot be entirely restored. A new coil spring will restore the vehicle to correct height.

WHAT will replacing sagged coil springs accomplish?

Restore original height so that car may be aligned properly.
Restore vehicle to its original safety condition.
Restore original riding qualities.
Eliminate abnormal & unnecessary tire wear.
Maintain front wheel alignment under all operating conditions (provided alignment is corrected after installing new springs).
Restore original steering ease and response.
Will make all parts work as they were designed to work. Enhance appearance by restoring height attitude--both front and rear.

HI-PERFORMANCE HANDLING KIT



Hi-Performance handling kit for Corv-8
PART #4020 Wt. 75 lbs. PRICE $247.50

Front stabilizer bar* plus hardware
PART #4021 Wt. 20 lbs. PRICE $ 87.50

Front springs, pair
PART #4021-13 Wt. 11 lbs. PRICE $44.00

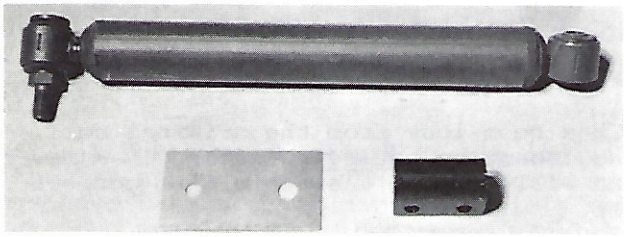
Rear stabilizer bar* plus hardward
PART #4022 Wt. 20 lbs. PRICE $99.50

Rear springs, pair
PART #4022-11 Wt. 20 lbs. PRICE $59.50

Rear lower control arm bracket
PART #4022-12 Wt. 5 lbs. PRICE $24.75

*Stabilizer bars are available in three sizes. (A) .750 diameter, (B) .875 diameter, (C) 1.000 diameter. Unless otherwise specified, the B size is sent.

STEERING DAMPER



Like the precisely calibrated shock absorber that it is, this damper eliminates road shock for vibration-free, dead-accurate steering on all road surfaces. As used on all the top GT cars, Porsche, Mercedes and Sting Ray (*the only other American car having one*). Highly recommended. Kit includes damper cylinder, brackets & simple instructions. (This is a sure cure for shimmy or any source of "wheel fight" due to worn front end elements, out-of balance tires, etc., for all models & years except Greenbrier.

PART #116 Wt. 5 lbs. PRICE $16.45

FRONT AND REAR SPRINGS

The following front and rear springs are available for the 1965-69 Corvair.

PART #	TYPE	LOAD CAPACITY	PRICE
GM689	Front, soft	1151 lbs.	$7.90 ea.
GM088	Front, firm	1258 lbs.	7.90
GM089	Front, extra firm	1338 lbs.	7.90
GM886	Front, Bone-jarrier	1364 lbs.	8.10
GM201	Rear, soft	1070 lbs.	11.00 ea.
GM202	Rear, firm	1130 lbs.	11.50
GM090	Rear,extra firm	1506 lbs.	10.65
GM091	Rear, bone-jarrier	1611 lbs.	10.10

FRONT AND REAR SUSPENSIONS

The front and rear suspension are completely disassembled. If each component passes the new specifications requirements, it is then sand-blasted, primed and painted with a heavy-duty epoxy black enamel paint. The four tie-rod ends are also replaced, as well as the ball joints. Fast steering arms are then installed. The coil springs are replaced with new H. D. type. Each and every rubber component, in both front and rear suspensions, is replaced.

The front and rear suspension complete rebuild exchange includes new shocks.
Core charge: front $75.00, rear pair $25.00

PART #264 Front Suspension Rebuilt $250.00
PART #265 Rear Suspension Rebuilt $ 95.00

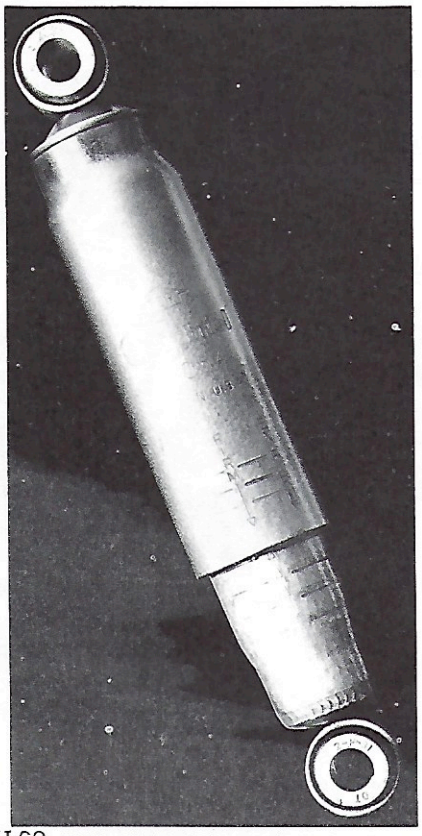
QUICK STEERING ARMS

Give your Corvair real sports car maneuverability. These reduce the number of steering wheel turns (lock to lock) and are helpful in improving, the responsiveness of your '60-'69 Corvair. Three turns lock-to-lock. They are constructed of forged treated steel, same as factory but cut and magnafluxed.

If you send your old arms to us, we will give you $10.00 credit for stock arms.

PART #141 Wt. 4 lbs. Price $34.75

ADJUSTOMATIC SHOCKS



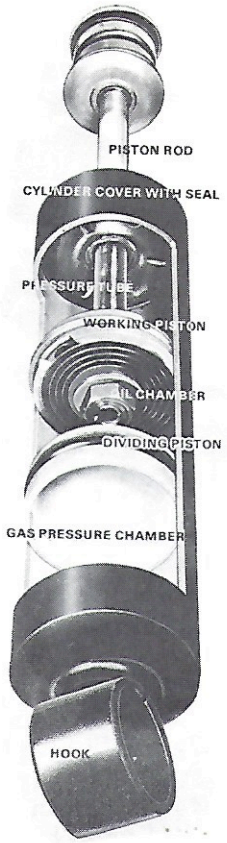
AJUSTOMATICS FOR THE RIDE YOU WANT.

Ajustomatics up front... The 3-way adjustable ride, designed for every suspension requirement. Add heavy-duty ajustomatics to any car. They tailor the ride to individual requirements for comfort and performance. They're the only American-made shock absorber that has the right ride setting for all types of driving, plus heavy-duty durability. Ajustomatics can provide the optimum combination of comfort, safety and overall economy and improve handling and stability on all cars, new or old. No matter what the driving requirements or motorists' driving habits, get the desired performance with AJUSTOMATICS.

Choose the Ajustomatic ride with a simple twist/click setting:
1. REGULAR for a smooth, controlled ride over normal roads and driving conditions.
2. FIRM for increased stability and control under more demanding driving and rougher road conditions.
3. EXTRA FIRM for maximum car control and stability under extreme or sport driving conditions.

CORVAIR PASS. & LAKEWOOD		PART #	PRICE
60-64	Front	N45433	$14.95
	Rear	45238	14.95
65-69	Front	45377	$14.95
	Rear	45376	14.95
Greenbrier	Front	N45433	$14.95
	Rear	N45433	14.95

BILSTEIN GAS PRESSURE SHOCK ABSORBERS



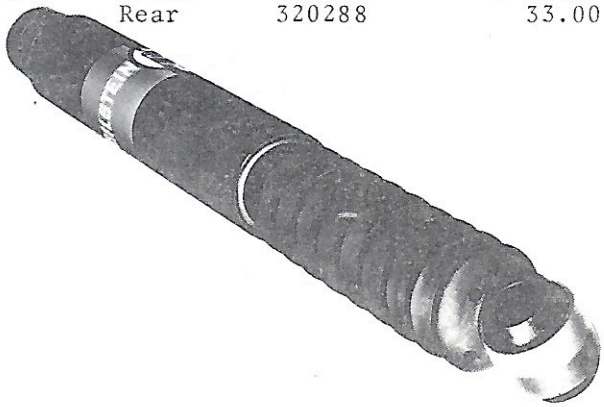
Bilstein rising rate gas pressure shocks are uniquely constructed. Gas pressure Nitrogen under 25 times atmospheric pressure within a single tube shock absorber brings maximum cooling and performance, eliminates foaming, aeration and delivers supreme control and handling. With Bilstein Rising Rate Shocks full damping to less than 2 MM of wheel travel, contact patch between tire and road surface never grows light! Hands you increased cornering power and shorter stopping distance.

Bilstein Shocks chosen by the Porsche factory as original equipment on Porsche Carrera RSR delivers consistent performance to your Corvair.

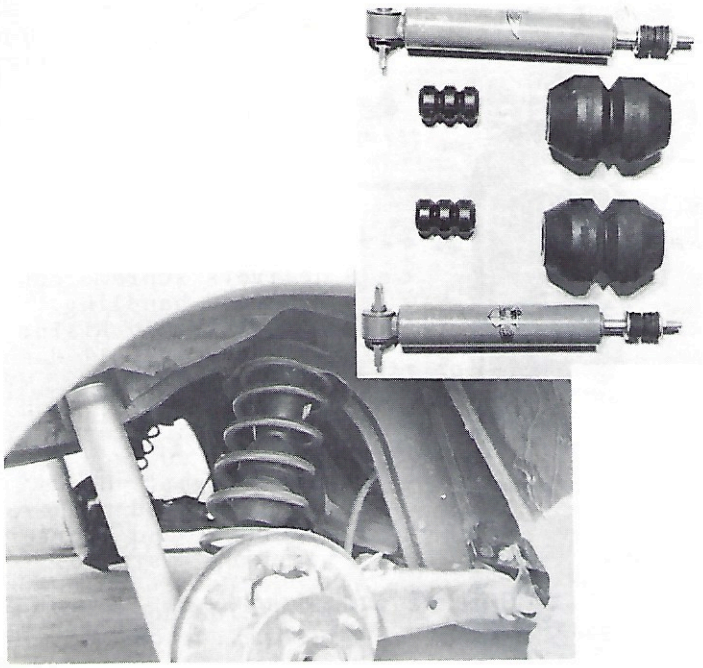
YEAR	AXLE	BILSTEIN PART NUMBER	PRICE
60-62	Front	309880	$ 36.00
	Rear	314288	33.00
		314287 Rally	33.00
63-64	Front	305288	$ 33.00
	Rear	326543	33.00
65-69	Front	317543	33.00
	Rear	318494	36.00
		318493 Rally	36.00

FOR THE GREENBRIER AND LAKEWOOD

60-65	Front	305288	$ 33.00
	Rear	320288	33.00



GT SUSPENSION

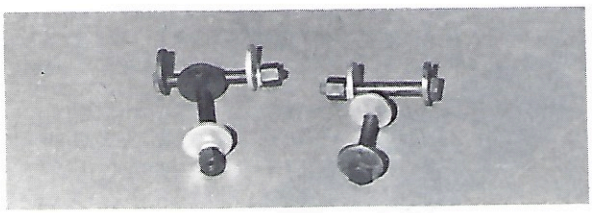


GT suspension provides the system of handling and road-holding that you, the discriminating driver, demand in a car. This suspension utilizes four progressive-rate auxiliary rubber springs to control spring rates precisely and give you added directional stability. These are the same type AEON springs used on Lotus, Ferrari and other fine sports cars. Two specially calibrated shock absorbers complete the exact spring rate control. The result: No bottoming, flat cornering and a high degree of directional stability (resisting windwander and "diving" on undulating roads). The ride is secure, pitch-free and remarkably Porsche-like. An enthusiast will be delighted and the most critical, non-sporting passenger will find the ride more than comfortable.

PART #115 Wt. 2 lbs. PRICE **$45.00**

Shocks NOT included in kit

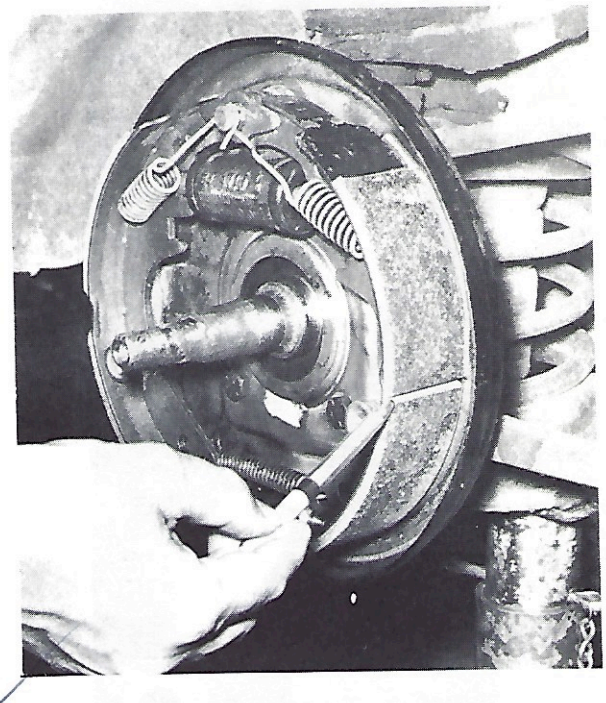
CAM BOLTS



Are you thinking of having your Corvair aligned? Chances are the adjusting cam bolts will twist off rather than adjust. To eliminate the cobbling that could follow such a situation we offer all 4 cams and associated hardware in a kit.

PART #GM228 PRICE $ 8.45

VELVETOUCH METALLIC



Pencil points to separation of lining material to prevent it cracking as shoe distorts under high-temperature application.

Velvetouch Metallic Powdered Metal Linings give you disc brake performance with your present drum type brakes. You get maximum safety in all types of service because there's no grabbing, no heat fade, no down-hill fade, no water fade, no speed fade. Velvetouch Metallic Powdered Metal Linings give thousands of miles of extra braking. Require fewer adjustments, increase drum life.

If it goes and it handles, it ought to stop. Straight line stops in wet or dry, soft pedal hot or cold (your wife will thank you for that) metallic brakes are the answer. We carry them for those exuberant drivers who require non-fade brake performance under repeated hard usage. Any kind of competitive driving demands their superior characteristics. They are actually more efficient the harder they are used. Kit includes all shoes lined and ready for routine installation (without special preparation of drums).

PART #146 Wt. 10 lbs. PRICE $44.00

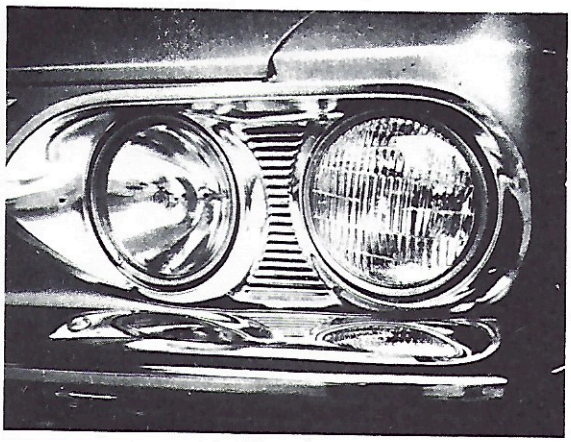
WHEELS CYLINDER & SPRINGS

New wheel cylinders for the complete car.

PART #GM640	1965-68	Price	$28.80
PART #GM985	1969	Price	31.00

Spring kit PART #GM724	1965-69	Price	$ .80 ea.

PENETRATOR CONVERSIONS



Penetrators are the most powerful headlamp conversions available for quad lamp cars! They provide the extra illumination required for safety at higher night average speeds.

The low beam has a very wide, intense pattern that provides good light directly in front & to both sides of the car. The top cutoff is assymetric with the left side cutoff at the horizontal to minimize glare for oncoming drivers & the right side lifted up to show signs and roadside hazards. Candlepower 23,000. Pattern width 50 degrees.

The high beam is a powerful, long range lamp that illuminates hazards far down the road. It also provides adequate coverage to minimize the "tunnel effect" evident with many long range lamps. A reflective road sign can be illuminated at 1.4 miles! Usable range is 5/8 to 3/4 mile. Candlepower 200,000 each. Pattern size 11 degrees wide, 6 degrees high.

We invite comparision to any other conversions on the basis of performance and price. Satisfaction guaranteed. Full installation instructions included.

Low Beam Conversion
PART #575LC (Single) Wt. 2 lbs. **Price $12.00**
PART #575LCP (Pair) Wt. 3 lbs. **Price 21.00**

High Beam Conversion
PART #575HC (Single) Wt. 2 lbs. **Price $12.00**
PART #575HCP (Pair) Wt. 3 lbs. **Price 21.00**

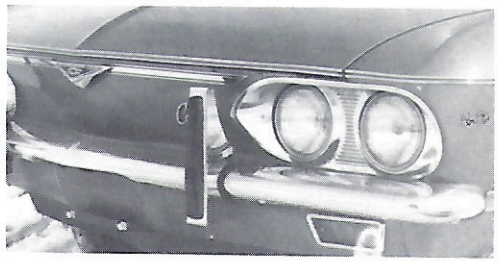
Combination Conversion (One pair of Lows & One pair of Highs).
PART #575LHC Wt. 6 lbs. Price **$40.45**

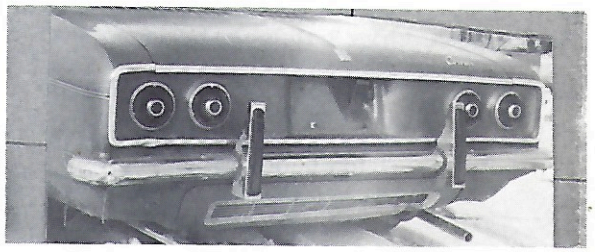
PAINT STRIPPER KIT

We have a new paint stripper kit complete with instructions for removing the paint down to the factory primer. This is the only way to get the proper finish. This kit includes enough material to do a complete car.

PART #234 PRICE $ 24.50

CUSTOM FIT RUBBER-FACED BUMPER GUARDS





THEY ARE 11½" HIGH BY 2" WIDE. Made of 12 gauge steel body, durably chrome plated with thick shock absorbing rubber face. This guard is specifically designed to fit the 1965-69 Corvairs. Requires drilling 1 hole (7/16) in the bumper. It is high enough and strong enough to really protect our valuable Corvair sheet metal and chrome. Please specify front or rear.

PART #MC Per pair, PRICE $16.96

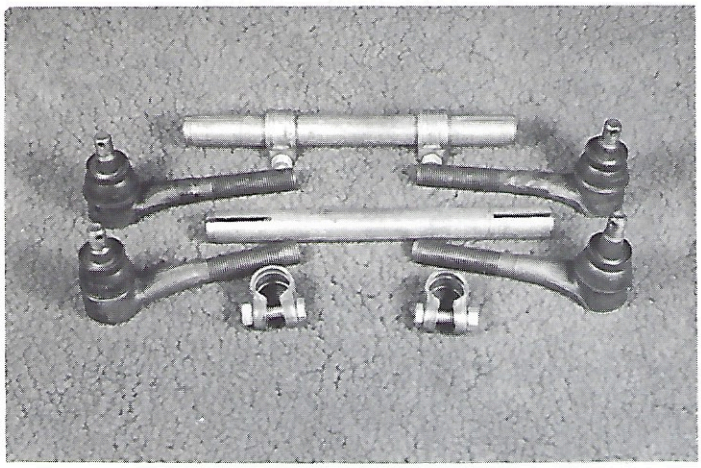
TRUNK REFINISHING KIT

We have a complete trunk refinishing kit similar to the factory spray-on. We have it in the following colors. It is a speckle coat-type spray can. It takes 3 cans to do the trunk super!

PART #W-803	Blue/Gray/White	PRICE $3.00 ea.
PART #W-804	Gray/White/Black	3.00
PART #W-805	Dark Green/Aqua	3.00
PART #W-808	Beige/White/Black	3.00
PART #W-809	Black/Gray	3.00

Wt. per can 1 lb. 2 oz.

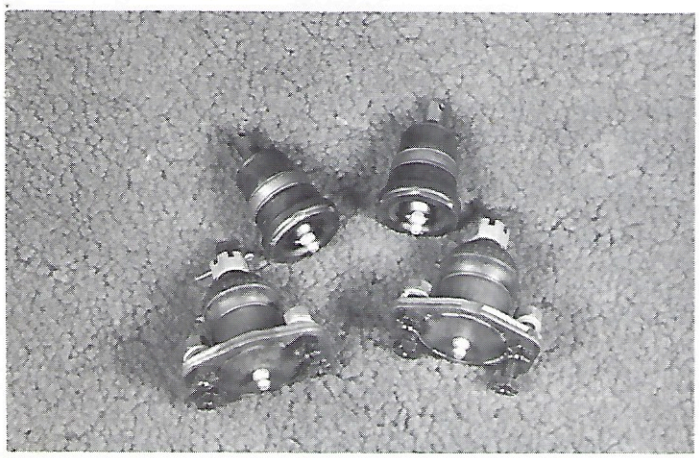
TIE ROD END KIT



This tie rod end kit is necessary when you go to get your front end alignment and the rust has completely removed the threads and you are no longer able to adjust. It is best to replace with this handy kit.

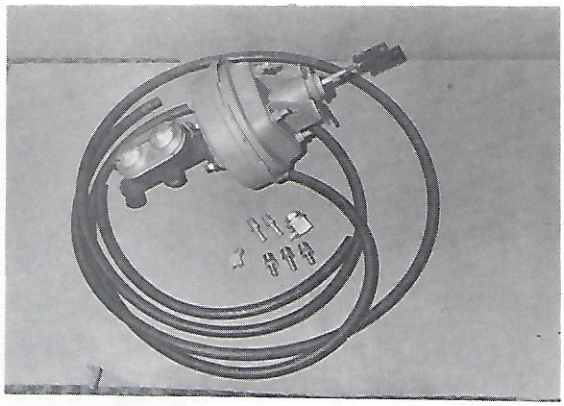
PART #265 Price $31.65

BALL JOINT KIT



Ball joints frequently have to be replaced and it is amazing how easily these can replaced with proper parts.

POWER BRAKE BOOSTER KIT



This was specifically developed for cars running in competition using metallic linings. As the pedal effort generally is greater with metallic linings, with the booster you still have the "feel" of braking but it is not necessary to use the additional effort.

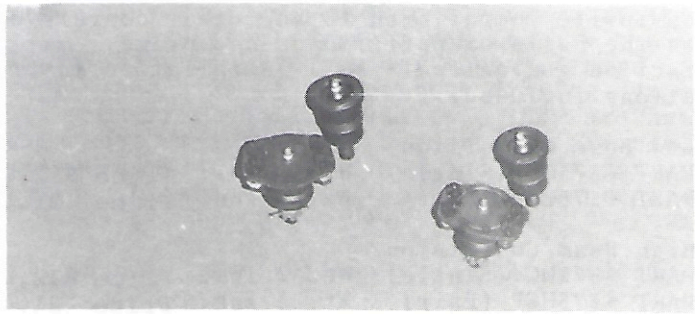
PART #209 PRICE $75.00

ROD BUSHINGS

Nine out of 10 Corvairs have excess steering looseness due to deteriorated relay rod bushings. Sure, you can buy just the bushing from GM but unless you have the proper fixture you will damage the bushing on installation and be no better off than you where before. We have rods with new bushings on an exchange basis.

PART #GM625 PRICE $ 12.95
Core charge $5.00 not included in above price.

BALL JOINT REPAIR KIT



Solar ball joint repair kits replace the always worn factory ball joints. Comes with 2 upper and 2 lower.

PART #227 PRICE $26.50

Importance of Engine Balancing

To emphasize the importance of precision balancing as opposed to factory balance, if a crank is merely 1 ounce out of balance at a given point, the centrifugal forces at 7000 RPM will multiply that 1 ounce to 303 pounds of unbalance! Ever wonder why a piece of clutch weighing only a few ounces could tear things up so badly when let loose? The mind boggles at trying to translate the ounces into high RPM pounds!

Without getting overly technical, here is a brief explanation of the principles of balancing. There are 2 divisions of parts that must be in balance: reciprocating and rotating. Reciprocating parts are pistons, rings, wrist pins and the upper ends of the connecting rods. Rotating parts are the lower ends of the connecting rods, rod bearing inserts, the flywheel, pressure plate and harmonic dampner (balancer). Using a Shadograph Scales System, reciprocating parts are weighed, marked and set aside. All the heavier units are then fly cut, sanded or filed until they become equal to the weight of the lightest one.

On pistons the excess weight is removed from the inner skirt pad and the piston boss area around crown and pin hole or lower edge of the bosses. Piston rings, wrist pins and engine bearings vary only slightly in weight, so they are put on the scale and marked for future computation with no lightening.

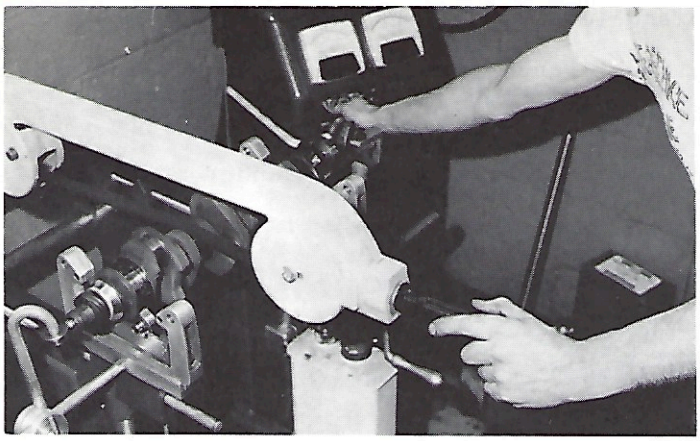
Since the connecting rods are both reciprocating (upper end) and rotating (lower end), it's necessary to deal with the weight of both ends. Each units total weight is a factor also. They are lightened by removing upper end weight from the cap and lower weight from the outside base of the rod. Bench grinding may be used, but care is taken to polish out grinding marks to eliminate stress cracks. A belt sander may be used to do the trick on rod weight reduction.

To balance the rotating system, you must first make up bob weights and attach them to each crank throw. These counterbalance the reciprocating and rotating weight. (Obviously you can't attach your piston and rod assemblies to a crank for balancing).

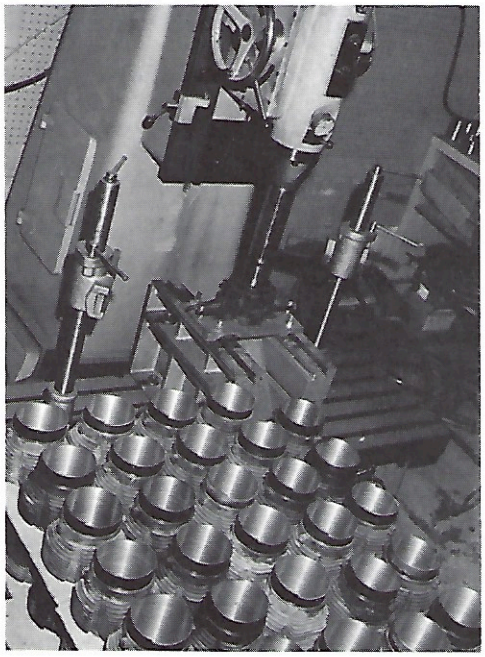
On the scale, 50% of the reciprocating weight and 100% of the rotating weight must balance out to the bob weight you are making. Usually washers are added till both units equalize on the scale.

With this process accomplished and the crank assembly positioned on the balancer, we then note the weight on the balancers built-in left and right scales and dial this information into the machine. An RPM reading is taken and we then set up the balancer accordingly. A variable speed drive is adjusted to spin the units rotor at balancing speed. And presto! The amount of unbalance shows up on a meter!

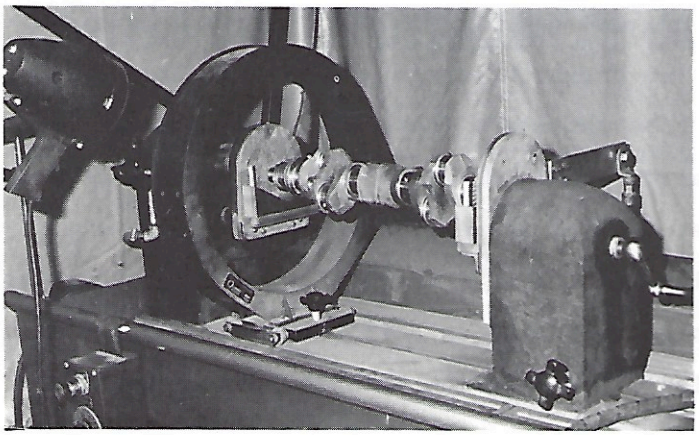
The one single most important factor in achieving a smooth running, high revving engine is the engine balance. Of course, it is also necessary to have the machine work done to high quality standards also. Do not be deceived that the Corvair engine is inheritly a self-balancing engine. We have proven that there is a big difference in performance in a factory balance and a custom balance. After building 20 engines at one time we discovered the different weight of the pistons and rods are astonishing.



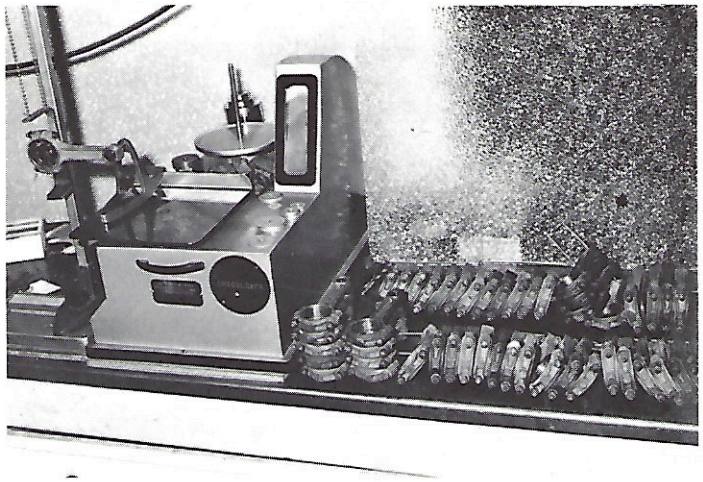
Balancing of the Corvair Crankshaft



Cylinder boring machine - It is on this machine that we bore cylinders .30 or .60 thousands overbore, to accomodate our forged aluminum pistons.

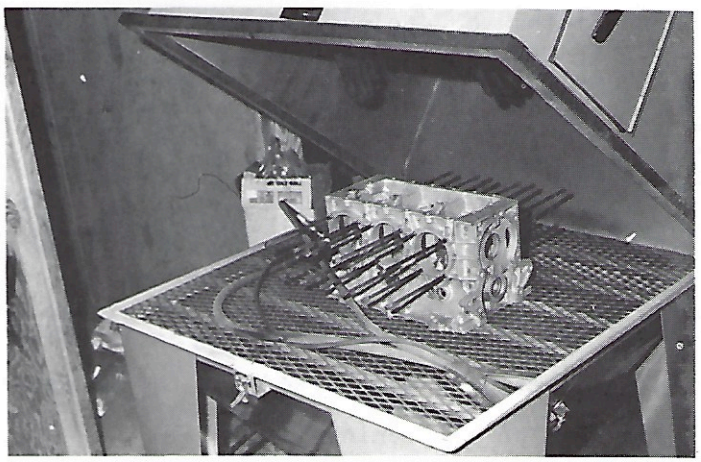


The magnafluxing of the Corvair crank



The balancing of the Corvair connecting rods using a Shadograph Scales System

The cylinder heads; after they have been glass-bead blasted. They are now ready to have the spark plug holes Heli-Coiled.



The glass-bead blaster and the Corvair block halves after they have been glass-bead blasted. They are glass-bead blasted seperately, however.

SOLAR'S CORVAIR "RENEWED" ENGINE PROGRAM

All engines are disassembled and inspected.

Shrouds are chemically stripped to bare metal, then primed and painted black. Any rusted out or dented shrouds are repaired or replaced.

New Solar camshaft is selected and installed (see page 49) according to requirements.

TRW power forged aluminum pistons with new wrist pins.

Heads inspected, re-surfaced and cleaned.

Valve guides are replaced where needed.

Viton "O" rings installed throughout.

Engine assembled by Aircraft certified mechanic with 10 years Corvair experience.

Every part is super-cleaned before assembly.

STAGE I ENGINE DISCRIPTION: Good long mileage street engine.

TRW stock size power forged aluminum racing pistons.

TRW moly piston rings.

New Clevite 77 bearings, rods and mains.

Shrouds repainted.

New Solar camshafts (pg. 49)

All valves grind completely.

Crankshaft polished and ground if needed.

New valve springs.

Selected and tested used lifters, thermostats, rocker arms.

New rocker arm balls.

Test run 10 hours, valves adjusted, all bolts torqued.

Engine ready to install and go! $500.00 exchange.

STAGE II ENGINE DISCRIPTION: Reliable, with good long life. Good for slaloms, gumkanas and pretty wild street powerplant.

TRW powerforged oversized pistons _.010, +.020, +.030 or .060 (customer decides).

TRW moly rings.

Complete assembly balanced pg. 47.

Magnaflux crankshaft and rods.

Ziglow all aluminum parts.

New Solar cam pg. 49.

New lifter and springs.

New rocker arms, balls and nuts.

New valves (race type) pg. 21.

New blower bearing.

New dampner door thermostats.

New Clevitte 77 bearings, rods & mains.

Crankshaft polished.

New valve guides.

Engine test run 10 hours, valves adjusted, all bolts torqued.

Engine ready to install and go! $800.00 exchange.

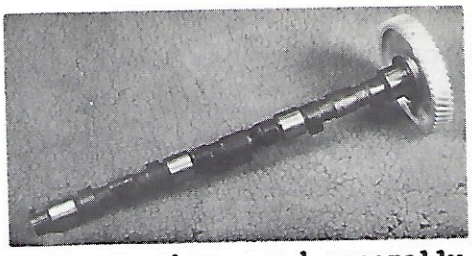
Options:

Rebuilt carbs $25.00 each, $17.50 exchange
Rebuilt alternator $33.00, pg. 16
Rebuilt starter $28.65, pg. 16
Compression raised $50.00
Spark plug holes, Heil coiled, etc. $12.00
Glasspeening crankshaft $15.00
Glasspeening rods $3.00 each
New 140 heads complete with - valves and springs, guides $350.00 pair
Used rebuilt 140 heads $150.00 exchange
Used rebuilt 140 heads, $250.00 with 110 head exchange
Rebuilt 110 heads, $150.00 exchange

Solar can supply a complete engine with carbs and rebuilt distributor with silicone wires which is "ready to install". Call us at 414-295-8861 for personalized quote. Ask for Art or Bruce Herschberger.

A core charge of $350.00 is required when we ship engine before receiving your old engine. $25.00 core charge on engine crate. Both core charges refunded when engine is received and inspection of crankshaft and head prove usable and when engine crate is returned.

RACING CAMS



Regrinds are available for prompt delivery. Due **to the inconvenience and generally the** long waiting time required to get your core out of the engine--Send it to a cam grinder. Decide what grind will best fill the need. Wait to get your core in the machine for regrinding, processed, inspected and shipped back.

All grinds listed are carried in stock. You can have a regrind in your possession before disassembling the engine by simply sending the core deposit along with your order.

As for the method of selecting the proper grind for your particular applicaton: 1. You may want to specify the grind desired based on the cam you are now using. 2. Or you can fill in the cam selection form and we will select the proper grind for you. The latter of the two methods may be the surest way, as we have had considerable experience with the application of all the different grinds.

REGRIND POLICY: You must specify the year model engine the cam is for. If you order a '64 or later cam only a '64 or later core will be accepted. Credit for additional cores will be considered on request. All cores are subject to receiving inspection and accepted as good sound cores, at our discretion. We reserve the right to replace any core not returned within 30 days of original shipment in lieu of core deposit. Should you be dissatisfied for any reason with the grind received, we will exchange it for the grind of your choice with a service charge of 50% of list price within 90 days of original shipment.

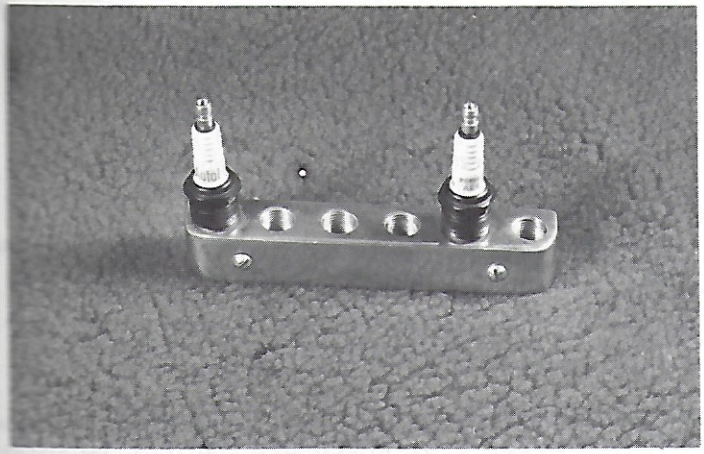
GRIND NUMBER	TIMING	VALVE CLEARANCE	VALVE LIFT	DURATION	GENERAL CHARACTERISTICS
110H	IO26 IC66	.000	430	272	Ideal replacement for stock hi-performance cam. Improves midrange power. OK for Powerglide.
110H	EO66 EC26	.000	430	272	
130H	IO31 IC71	.000	450	282	Good all around cam for stick shift. Work well on the street with 4x1 or greater carburetion. A good cam for turbos.
130H	EO71 EC31	.000	450	282	
135H	IO31 IC71	.000	.450	282	Broad power range cam. OK for street with 3:55 or deeper gears & 4x1 or greater carburetion. Excellent for slalom, dune buggy, etc.
135H	EO80 EC42	.000	.450	302	
140H	IO42 IC80	.000	450	302	For the built engine only, must have carbs, low gears. Works best with 140 heads. Good for drags, road racing, etc.
140H	EO80 EC42	.000	450	302	
500H	IO45 IC85	.000	480	310	All out racing only, must have low gears, multi carbs, 140 heads, light weight. Terrific top end power. Ground on proferal billets only.
500H	EO85 EC45	.000	480	310	

Order #RG115	Regrind 1 TUBE MOLY LUBE	$45.00	Shipping Wt. 5 lbs.
	Core deposit	$10.00	
Order #PB116	Proferal Billet 1 TUBE MOLY LUBE	$85.00	Shipping Wt. 5 lbs.
Order #HT117	12 Hydraulic Tappets	$42.00	Shipping Wt. 3 lbs.
Order #DS118	12 Damper Springs	19.50	Shipping Wt. 2 lbs.
Order #AR119	12 Aluminum Retainers	12.00	Shipping Wt. 5 oz.
Order #VL120	12 Pair Valve Locks	1.50	Shipping Wt. 3 oz.
	24 Valve Spring Shims		
	1 Tube Moly Lube	*N/C w/kit*	
Order #CK-121	Cam Kit	$75.00	Shipping Wt. 5 lbs.

Special additional heavy duty train components recommended for the competition engine.

Order #TL-122	12 Pair Heater Treated Valve Locks	$ 6.00	Shipping Wt. 5 oz.
Order #LN-123	12 Pos. Locking Nutx	12.00	Shipping Wt. 6 oz.

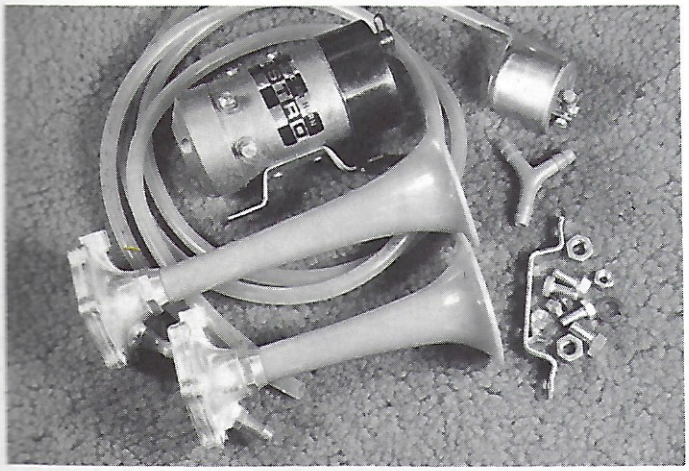
SPARK PLUG HOLDER



Don't be caught stranded without the proper Corvair spark plugs. Mount this in your trunk or engine compartment and have 6 extra spark plugs gapped and ready to go when you make those long distance trips.

PART #262 Price $ 3.50

AIR HORNS



Italian air horns. This compact and light-weight Air Horn set with electric pump features two trumpets which blow in unison yield a tone of fine quality and amazing power. Trumpets measure 6" and 8" in length.

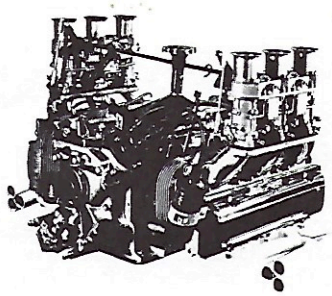
PART H263 Price $ 12.95

CORVAIR SHOP MANUALS

Corvair Shop Manuals are available. Please order by part number.

PART # S&M21 1960 Corvair Shop Manual	$5.50
PART # S&M34 1961 Corvair Shop Manual	6.25
PART # ST20 1962-63 Corvair Shop Manual Supplement (For complete coverage S&M34 should also be purchased)	4.25
PART # ST33 1964 Corvair Shop Manual Supplement (For complete coverage S&M34 should also be purchased)	4.25
PART # ST59 1965 Corvair Shop Manual	6.25
PART # ST74 1966 Corvair Shop Manual Supplement (For complete coverage ST59 should also be purchased)	3.50
PART # ST13267 1967 Corvair Shop Manual Supplement (For complete coverage ST59 should also be purchased)	3.50
PART # ST13268 1968 Corvair Shop Manual Supplement (For complete coverage ST59 should also be purchased)	3.50
PART # ST13269 1969 Corvair Shop Manual Supplement (For complete coverage ST59 should also be purchased)	3.50

CROWN 3 BARREL WEBER CARBURETOR CONVERSION



This is without a doubt the most exciting breakthrough in carburetion systems for the Corvair engine. Flow bench tests show that the Crown Weber conversion head flows almost 3 times what the stock 140 intake system does. A completely "streetable" engine may be built which idles at 800 rpm, has tremendous throttle response, a long powerful torque range, and puts out over 250 horsepower at 6,000 RPM on the dyno.

YES! YOU ARE READING CORRECT! THESE MANIFOLDS ARE NOW AGAIN AVAILABLE FROM ONLY SOLAR AUTOMOTIVE.

Manifolds, and "O" rings with instructions. You machine your heads to our instructions on any vertical mill. (Some Heliarc welding is always needed to fill area around "O" rings due to differences in head castings.)

PART #5065A Wt. 11 lbs. PRICE $120.00

SOLAR TANK TC

Concentration: 1 # per gallong of water.
Temperature: From room temperature to 180 F.
Time: As required to strip and clean.
Application: Degrease and strip paint by soaking. Steel parts only. Overnight pressure rinse. Removal of grease, carbon & rust. By heating this mixture to 180 degree F. it is possible to strip down to bare metal all steel parts. This is what we use on the Corvair steel shrouding, etc. This Solar-Tank TC is chelated, rinsing is fast & thorough in hard or soft water. Non-dusty and easy to handle, it is biodegradable and can be discharged into municipal sewage systems. It is available in 5, 10 and 25 pound bags. Mix 1# per gallon of water.

Tank TC 5 pounds	Price $5.00
Tank TC 10 pounds	Price $10.00
Tank TC 25 pounds	Price $25.00

SOLAR #18 CARBON REMOVER

Concentration: Straight from drum, add water seal.
Temperature: Room temperature up to but no exceeding 140 degree F.
Time: Generally overnight but as required to clean and scrap paint. Customer is to soak all metals in straight solution overnight for carbon removal paint, grease, etc. This solution may be deluted 3 parts to 1 part water.
Application: Degrease, remove carbon, strip paint by soaking, aluminum and soft metals only followed by high pressure rinse. This is the material used to remove tenacious carbon deposits quick and without harm to base metal. This is suitable for ferrous and most non-ferrous metal including aluminum. This product has a flash point in excess of 150 degree F. and is free of abrasives, rosins and inert fillers. On carbon deposits the binders are attacked by solvents incorporated in this product. These solvents attack the unburned impurities present in all carbon, breaking their grip on the base metal. Once this grip has been broken, a pressure rinse flushes away the impurities and they in turn carry the carbon with them.
Time of immersion will vary, depending upon amount and type of carbon to be removed. Light carbon deposits can be removed in 20-30 minutes while it may take an overnight soak to produce a comparable job on heavier, harder deposits. A few trials will determine the time needed to do your particular job.

Part #K300 1 Gallon container $4.50

SOLAR Alumi/Carb Kleen

Carb-Off chemically destroys the bond between carbon & metal to restore engine and machinery parts to like new condition. No expensive d, dangerous heating equipment needed. Carb-Off is a cold dip process, for softening and removing carbon, paint, engine varnish, sticking gums, oil, grease, ethyl stains and other soils commonly found on engine parts. This is the "Star" of Solar's cleaning show. Coupled with the Dip Master 550 and the Dip Master 7 the complete Corvair engine can be placed in the dipping basket and emurged for complete carbon removal and cleaning. After the grease, paint and carbon has been soft and spongy, remove from the dip master and flush off loosen particals with the Cold Steam Gun or equivalent high pressure sprayer. (Time of soak will depend on the type of carbon, paint, grease, etc. to be removed.)

On parts such as piston heads, valves, combustion chambers, etc. which are subject to high combustion temperature, light brushing with a wire brush may be required for a complete carbon removal.

Safe for use on zink, lead, magnesium, aluminum, steel, copper, brass, tin, die cast metal, babbit and most alloys commonly used in aircraft, marine and automotive components.

The cold dip process eliminates disagreeable vapors and dangers associated with hot solutions. It is to be used straight and with a 4" water seal, will be usable for many engines.

Part #K303 $7.20 per gallon

USED CORVAIR PARTS AVAILABLE

Solar has 200 Corvairs predominantly late model, convertibles, hardtop and 4 doors that have been stripped and are selling component parts. We have everything from window glass and suspension pieces and interior pieces. Call for your exact requirements and we can UPS them out the same day. We also have complete body shells and used Corvairs that are available. As these parts are too numerous to list in the catalog I would suggest that you call us for your requirements and we can tell you what is available at that time. Also we have individual engine parts.

SOLAR GRES-OFF

Solar Gres-off is the answer for removing heavy, embedded grease deposits from automobile engines, machinery, equipment and concrete floors simply and safely...WITHOUT troublesome and expensive steam cleaning or strong objectionable odors.

Solar Gres-off is a powerful new cold process emulsifying equipment renovator that penetrates quickly and deeply to easily break up and emulsify grease, dirt, and oil. Even though Gres-Off has great penetrating and emulsifying power, it is almost odorless when compared to old-fashioned degreasers.

Solar Gres-off action has no harmful effects on synthetics, polished metals, or painted finishes, and it rinses clean, right down to the bare surface. It does a thorough "steam-like" job without scrubbing because it emulsifies as it penetrates. It can be applied simply and safely anywhere that rinsing and flushing facilities are available using our Multi-Sprayer or our P-38 Sprayer and then flushed and removed with our Cold Steam Gun.

Part #K301

$5.95 per gallon

SOLAR Strip & Flush

Concentration: Straight from drum.
Temperature: Room temperature.
Application: Brush on only, soak 10 to 15 minutes. Scrap with plastic scraper or pressure rinse. This material strips paint from all metals with full safety including aluminum. It is a solvent type stripper for removing alkali-resistant paints, such as urea-formaldehydes, alkyds, phenolics, urea-melamines; lacquers, varnishes, wrinkle finishes, vinylite resins. Employed full strength at room temperature it is viscous, for use on vertical or inverted surfaces and is phosphate and phenolic-free. This is the material that we use to strip the paint off of the exterior and interior surfaces.

This product offers advantages over "paint solvents" that it is non-flammable and it contains no acids or alkalis. It acts quickly to penetrate the bond between finishes and the surface, but leaves the outer film undissolved so that the finish can be conveniently wiper away or flushed off with water.

Part #0302

$5.95 per gallon

DIP MASTER #550

It is 34½" high, 23" diameter. Operates as a soaking tank without the use of air. Operates as a agitation cleaning and degreasing tank with air agitation. Heavy duty 55 gallon black steel drum capacity. Heavy duty steel, mesh bottom basket holds up to 100 lbs. of parts. Operates on any compressed air hookup. This will take a completely disassembled Corvair engine in one soaking.

Part #K304 Special price when ordered with chemicals. $46.60

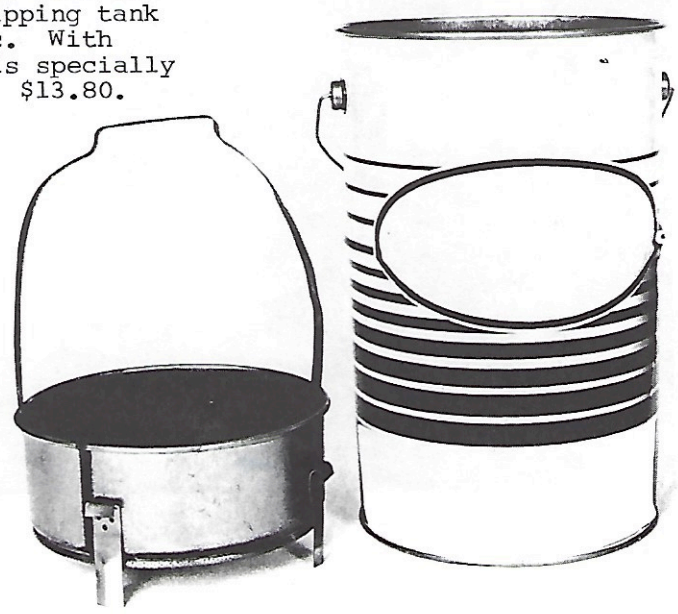
If ordered without chemicals $77.50

DIP MASTER #7

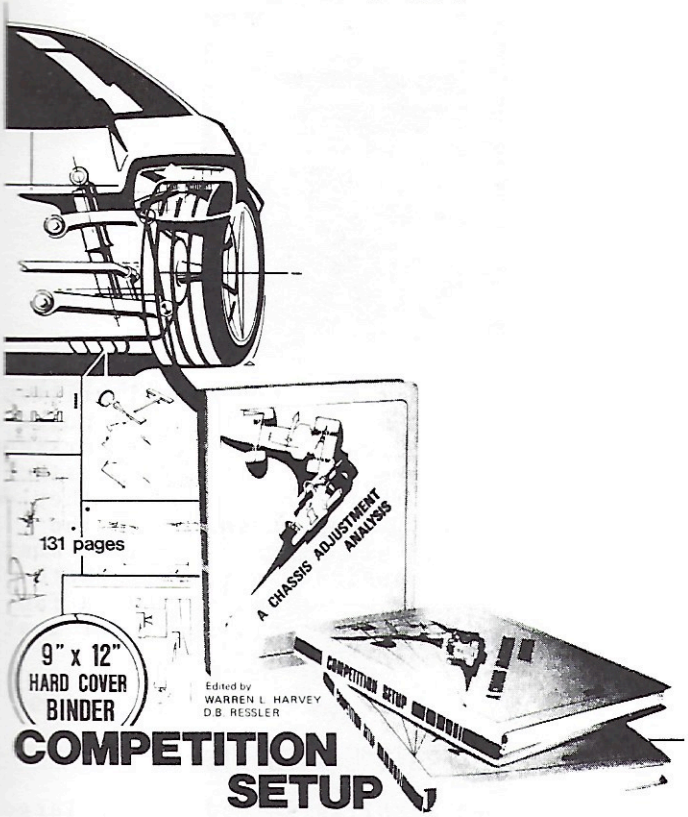
18½" high and 12" diamter. This convenient dip tank has a 1000 uses from parts cleaning to paint stripping using any of our specialty chemicals. Durable, heavy steel, mesh bottom basket. Complete with lid, carrying handle & metal basket. Holds the smallest parts. Easy drip-drying of parts with convenient basket side hooks.

This tank is a 7 gallon capacity but using 6 gallons of chemicals it will take a complete Corvair engine block if the studs have been removed or half engine block if the studs have been left in and one Corvair cylinder head per dipping. This is truly the ideal dipping tank for the do-it-yourself home mechanic. With chemicals ordered with the tank it is specially priced at $8.30. Without chemicals $13.80.

Part #K305



COMPETITION SETUP



INTEREST IN HANDLING = DEMAND FOR PARTS, SERVICE, MODIFICATIONS

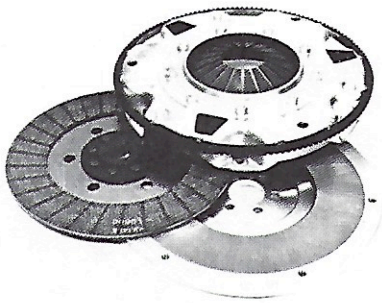
Already in the hands of most high performance shops in the country, COMPETITION SETUP - A CHASSIS ADJUSTMENT ANALYSIS has gained wide acceptance as one of the better statements on many facets of automotive engineering concepts. Attractively packaged, this vinyl binder text links vehicle control problems with hard parts considerations through the use of extensive graphics and diagrams.

A one of a kind reference tool graphically exposing the fundamental theories and concepts of suspension design while relating these basics to actual hard parts mechanical adjustment. This loose leaf binder presentation takes a logic approach to a complex subject, gradually developing concepts and overlapping with new factors until the reader has an intuitive grasp of the underlying reasoning.

Such topics as the illusive distinction between zero yaw attitude & neutral steer are explored in the same text that reviews the interrelationships and effects of caster, camber, toe-in and steering axis offset. The combination of technical paper translation & actual track & shop development experience creates an absorbing text for both serious & casual reader. Chapters cover Weight Transfer, Vehicular Dynamics, Front/Rear Suspension, Steering Geometry, & Modification/Adjustment.

PART #233 PRICE $ 12.50

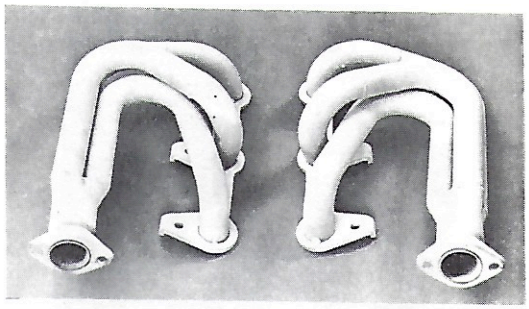
CLUTCH AND FLYWHEEL ASSEMBLY



New lightweight clutch assembly with aluminum flywheel and aluminum pressure plate. Aluminum springs, small diameter clutch assembly reduces the initial inertia shock and dramatically improves throttle and braking response; the lower mass and diameter greatly reduces shifting time, and wear and tear on synchronizers.

PART #DS2 for single $325.00
PART #DS3 dual 425.00

UNIVERSAL EQUAL LENGTH HEADERS



Can be used on all Corvair powered vehicles. Flanges couple directly to our 5010 mufflers. (Lower shrouding may be retained for heaters by using tin snips to cut openings for head pipes.)

PART #5040A Wt. 13 lbs. PRICE $69.50

EQUAL LENGTH BUGGY HEADERS

Designed to provide maximum ground clearance for off-road, Corvair powered vehicles.

PART #5040C Wt. 17 lbs., Headers only
Special Order PRICE $75.95

TAKE-APART KEY HOLDER

CANNOT BE PULLED APART, WILL NOT OPEN ACCIDENTLY

Yet, one hand "PUSH-BUTTON" action separates ignition-key from trunk and house keys easily. Don't leave all your keys in the car when you must leave it in a Auto Park, Garage, or Car-Wash. Avoid leaving your private keys for House, Safe-Deposit Box, or Office in the hands of strangers. PREVENT duplication & unauthorized use of your keys.

Two Rings Separate when you Press the "Quick-Release" Button. Lifetime Guarantee! Only 3" long! Polished Stainless Steel.

PART #562 Wt. 1 lb. PRICE $1.50

HOW TO HOTROD CORVAIRS 1960-69

108 pages, 288 photos-drawings, 20 chapters. Tells how to get amazing performance from all 80 to 180 HP Corvairs. Covers cams, carbs, exhausts, heads, ignition, big bores, turbo-superchargers and simple VW/Corvair conversion details. Complete handling chapter.

PART #132 Wt. 1 lb. PRICE $5.00

CHEVROLET CORVAIR 1960-69 AUTOBOOK

Workshop Manual for Chevrolet Corvair with 140 cu. in, 145 cu. in and 164 cu. in engines 1960-69
CHEVROLET CORVAIR
1960-69 AUTOBOOK
Kenneth Ball
AUTOPRESS LTD

We have a new Corvair workshop manual written by Kenneth Ball in England. It is 174 pages and it does not duplicate any Corvair workshop manuals that you have seen. It is fantastic! It has sketches that are original, and they do not appear in any GM shop manual or in the Chilton Corvair manual. This is truly a must for any Corvair enthusiast. It covers both late model and early model and he does a fantastic job. It also has a plastic cover that can easily be cleaned and wiped off.

PART #229 PRICE $9.95

KEYSTONE T-SHIRTS

We have Keystone T-shirts in medium and large sizes. They say "Keystone" and are red, white and blue pennant. We have bright yellow, lightweight summer Keystone jackets with the Keystone patch in the back and plenty of room for any additional patches. We have this in medium only. We have the same jacket with the quilted lining in yellow. The winter jacket is available in the small and medium size. Summer & winter jacket carry a money back guarantee if returned without being worn.

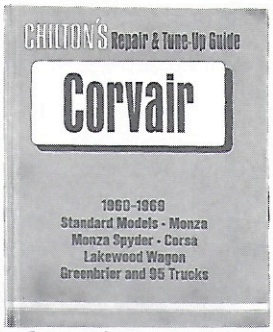
PART #230	T-shirt	PRICE	$ 1.25
PART #231	Summer Jacket	PRICE	$ 7.50
PART #232	Winter Jacket	PRICE	$12.50

CORVAIR OWNERS HANDBOOK OF MAINTENANCE REPAIR

A Clymer publication, revised edition. Compact size covering the 1960-69 Corvair. 375 pages with photos and troubleshooting charts.

PART #237 PRICE $4.39 ea.

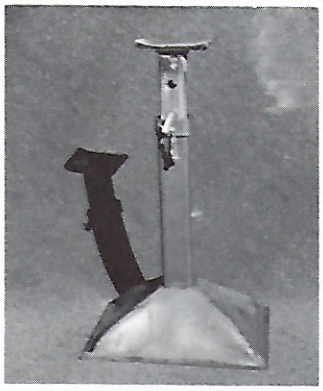
CHILTON REPAIR & TUNEUP GUIDE



For the 1960 69 Corvair. 159 pages, fully illustrated with exploded views.

PART #238 PRICE $ 4.99

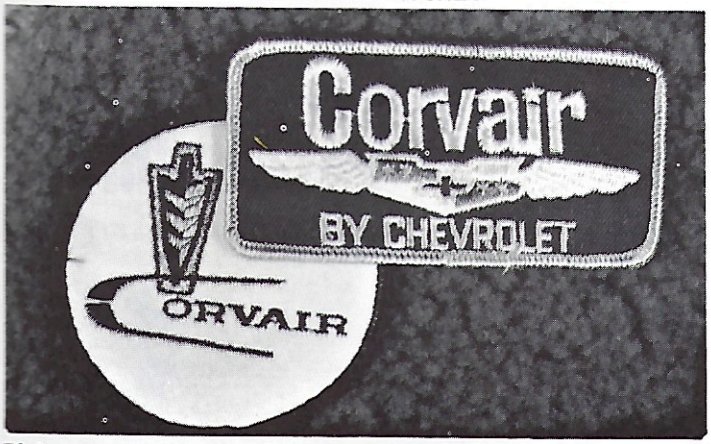
JACK STAND



5 ton jack stand extends from 16" to 26". Made by National Manufacture, first quality stands, no seconds or defects. 10"x12" base, factory located here in Princeton so can offer these at this low price.

PART #239 Per Pair $10.95

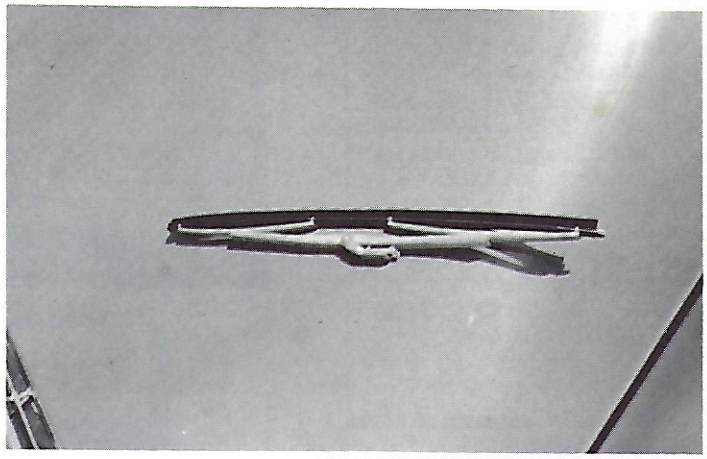
CORVAIR PATCHES



This rectangular patch is 4" long x 2" wide. Has "Corvair by Chevrolet" in silver letters on a blue field with a gold border. The 3" white circle has a black border with black & silver emblem and the word "Corvair".

PART #239 Rectangular patch PRICE $1.00 ea.
PART #240 Circle patch PRICE $1.00 ea.

WINDSHIELD WIPER BLADES



Replace your worn sticky windshield wiper blades with one of our top quality 15" Corvair blades.

Blade and refill rubber parts resist ozone deterioration because of special ingredients. Made by the STP Corporation.
Blades are of non-reflective stainless steel and may be sprayed flat black.
Designed to fit our Corvair arms.
This refill is truly universal.
It expands and contracts to fit the Corvair arms. No bending or crimping.

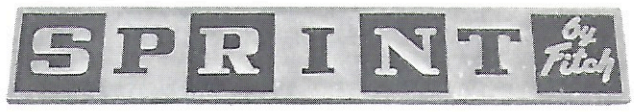
PART #241 PRICE $ 1.40 ea.

"SPRINT BY FITCH" EMBLEMS & PATCHES

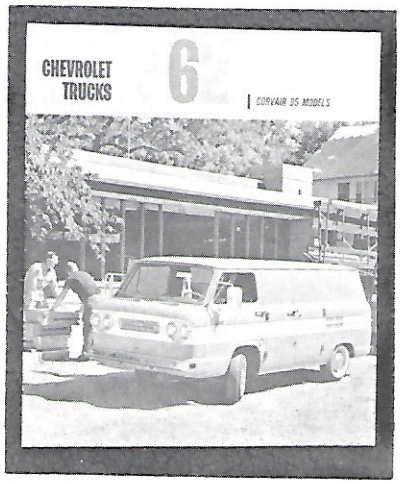
COLLECTOR ITEMS, LIMITED QUANTITY.

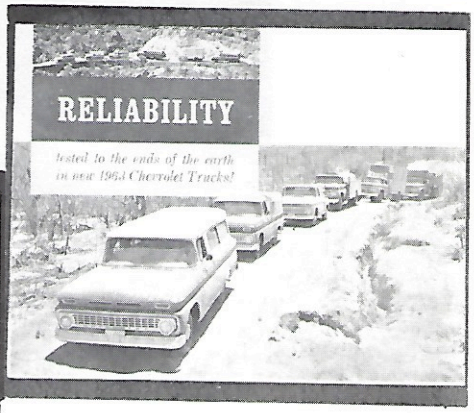
PART #259 Sprint by Fitch metal emblems $2.00

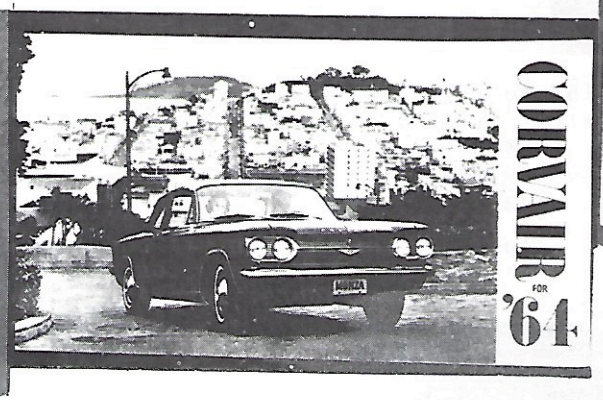
PART #260 Sprint by Fitch embroidered jacket patches $1.00 ea.



ORIGINAL GM SALES PROMOTION LITERATURE



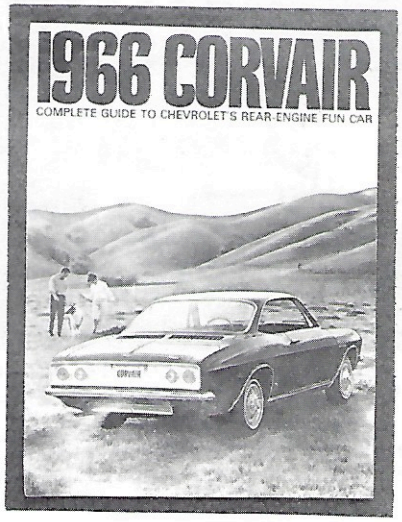




1961 thru 1966 original promotional literature at $2.50 per copy. The following prints are available.

PART #255A	See the USA 61 Chevrolet
PART #255B	Chevy Corvair for 61
PART #255C	Chevrolet (Corvair) Truck 1961
PART #255D	10 New Station Wagons from Chevrolet (Corvair) 1961
PART #255E	1962 Corvair
PART #255F	1962 Chevrolet Trucks (Corvair)
PART #255G	1963 Corvair
PART #255H	1963 Chevrolet Trucks (Corvair)
PART #255I	Go the Chev. Fun Route for 1963
PART #255J	Corvair for 1964
PART #255K	1964 Chevrolet Trucks (Corvair)
PART #255L	1965 Corvair
PART #255M	1966 Corvair

Price $2.50 per copy



My exposure to the Blakely car goes back 2 years and I am so totally impressed with the engineering, integrity and ability with this presentation. I felt that it must be exposed to you, the driving enthusiast. It is a complete and totally engineered concept. And all pieces fit and it "works"! It is a buildable kit utilizing a jig-welded frame, utilizing the Pinto rack and pinion, disk brakes and front and rear suspension components. On the slalom circuit it has been unsurpassed by anything in its class. It had one Corvair enthusiast explain that it is the only car that could hold a candle to his highly modified Corvair in hill climb events. The Blakely goes "one step beyond" the kit car. It is more in the likelihood of a handcrafted personal car that can be completed within the 60 hours as advertised. The Blakely instills a pride of ownership that is unsurpassed in any type of hand built sports car offered today.

It is back to the basics of wind in the face, adrenalin, exciting, fun car. It definitely puts the fun back to driving with the economy that we are all looking for.

The November, 1975 issue of Road and Track, written by Mike Knepper, has devoted 3 pages to the evaluation and driving impressions of this outstanding fun car. To quote this article, "An important part of any kit car is how well the various pieces fit together, and how things look when once fitted together. In this area the Blakely exceeds. We've all seen examples of kit cars that were put together by the manufacturer as "presentation" pieces, & they were beautiful. We have all seen the same kit by Mr. Enthusiast. Not to beautiful. From what I can gather, without actually constructing one of the Blakely's, the kit is, as promised and as delivered, capable of going together in such a manner as to make the finished product look well, finished."

"For one thing the fiberglass bodies are well formed, thick and expertly painted or metal-flaked. The Bearcat's doors fit their openings and close and stay closed. The windshield is securely and properly mounted. The top and side curtains perform as well as any such devices I've ever experienced. Blakely did pay attention to a couple of things that could conceivably apply to his creations in the future. One was the windshield area sweep by the wipers. 2 blades wouldn't match the federal requirement, so a third blade was added. Nothing particularly noteworthy about that, I suppose, except it indicates the amount of thought, and car, that went into the Blakely's execution. The car gets high marks in looks, fit, finish and attention to detail."

I could quote the entire artical but I think you prefer to get the issue and read it yourself. Not only can this kit be completed with average hand tools and by the average adult, but each kit comes complete with a 50 page instruction booklet with no less than 85 sketches with 71 actual photographs complete with wiring diagrams. These instruction booklets are available and well worth the advertised $6.00. I would suggest that anyone who is interested, buy the instruction manual and see for himself.

When Dick Blakely was asked why he used the Pinto, his remarks were, "There is a plentiful supply of reasonably priced Pinto parts, the car has good front disk brakes, 4 speed manual or excellent 3 speed automatic transmission, rack-and-pinion steering, A-arm front suspension, and a large family of Ford engines available; 1600, 2000 and 2300 cc 4 cylinder, 2600 and 2800 cc V-6 engines. There is easy drive line compatibility with the Mazda rotary engines and the Pinto has a terrific heater. The Pinto has it all."

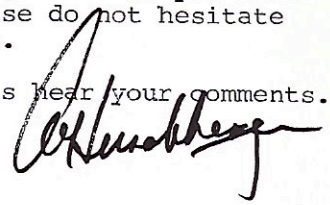
Pinto's are available everywhere with easy excessible hop-up parts so that the owner can individualize his creation.

Over 50 Blakely's have been built by owners to date and they have only been on the market for 18 months. Of course, one owner even put a straight 6 cylinder 250 Maverick engine in his Bearcat, and another has stuffed in a small Ford V8, so there is a myriad of engine and transmission options available.

I take great pleasure in presenting the Blakely creation for your evaluation and I am now offering these for sale in 3 basic kits. We can even custom build this car on an individual basis. We can now offer to any serious purchaser free plane fare to Oshkosh, Wisconsin where he can be picked up in a running Blakely so he may see the Blakely in all its glory.

Look over the following pages and if you have any further questions please do not hesitate to contact us by telephone.

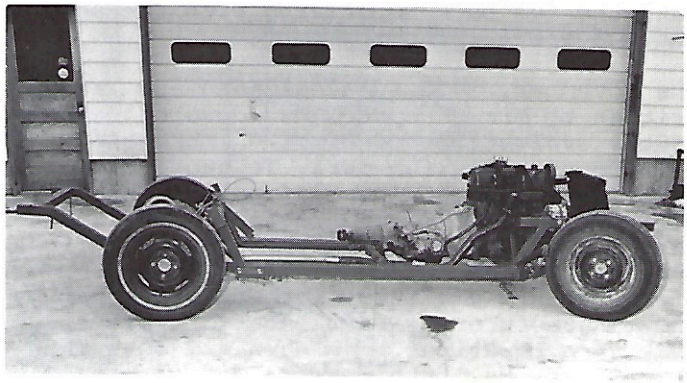
Come on, enthusiasts, let's hear your comments.



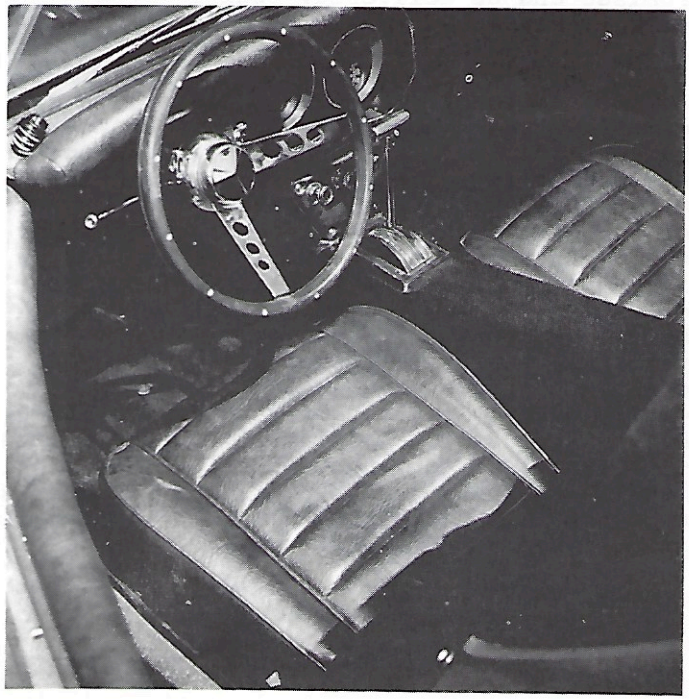
TECHNICAL COMMENTS & PARTS BREAKDOWN

Why was the Pinto selected as the source of drive-line and running gear?
There is no other small car in the world which offers all of the following features: A plentiful supply of reasonably-priced parts assured for years to come, powerful well-designed disc brakes, quiet and reliable O.H.C. 2000cc engine with a choice of 4-speed manual or an excellent 3-speed automatic transmission, "A" frame front suspension (the best), rack & pinion steering, a family of engines that are almost bolt-in substitutes (2300 4 cyl., 2600 V-6, 2800 V-6, or even the 1600 4 cyl.), drive-line compatibility with Mazda rotary engines, and finally, a heater that can make you sweat in sub-zero weather.

What is the chassis like?
The rugged tubular frames for both cars represent the best of literally dozens of designs that were considered. Some were even built and tested for comparison. The front suspension is straightforward; the unequal length "A" frames are positioned to give maximum cornering adhesion to the front wheels. The challenge came in trying to develope a rear suspension that could match the abilities of the front. We believe that the simple cantilevered-leaf spring and central trailing arm arrangement has advantages that have never been offered before: long travel (5" up, 3½" down), light weight, geometry similar to typical coil-spring systems, a weight-transfer change that combats wheelspin during acceleration (which gives the cars the ability to handle full power immediately after entering a corner), and precise location that totally eliminates all traces of axle hop during acceleration and braking. The result is that the driver has a comfortable, secure feeling and sense of being in total command. When you combine all this with a potent horsepower to weight ratio, you have fast transportation if you want it.



What about the body structure?
Fiberglass is a very durable material but its use must be totally integrated with the design of the car. If the body is not subjected to high local stresses and the panel thickness is maintained above 1/8", the general integrity and surface quality will last. Both cars represent a very sophisticated approach to fiberglass automobile body construction. They should remain rattle-free and cosmetically sound for many years.



What about tires and wheels?
Both cars are designed to use radial tires (165R13 on the Bantam and 175R13 on the Bearcat). These are not large by some standards, but a 4½" tire on a 1600 lb. car behaves somewhat like a 9" tire on a 3200 lb. car.

You will get plenty of traction and the use of wide-oval type or larger tires will only decrease the drivability of either car. The best ride and handling comes from Pirelli, but other brands will work fine. The Bantam uses the stock 4 x 13 or 5 x 13 Pinto wheel. The Bearcat, however, is somewhat wider and is designed to use accessory 5½" wheels (mags, wires, etc.) that give a wider track than the stock Pinto has.

What can be done to pep up the performance even more?
In the engine department, a little rework on the Pinto distributor and the selection of a 3.55 rear end will deliver surprising acceleration (0-60 in less than nine seconds) and about 30 MPG. A variety of induction and exhaust systems (even turbocharger kits) promise whatever level of performance you desire. The suspension and brakes (due to their heavier-car heritage) are adequate even for racing.

How do you get title and license?

Every state has a process for licensing home-built vehicles; just follow the same procedure you would for a dune-buggy.

What kind of Pinto is best?
The 1971 and 1972 have the best rack and pinion and seats. The automatic transmission is the most popular choice and get disc brakes if you prefer (we do). Otherwise, look for fairly low mileage and remove the valve cover and have a spy at the valve gear; sometimes it is worn. Frequently, the radiator and rack and pinion are damaged in front-end collisions; you may have to replace one or both. Pinto parts are plentiful and you should have a large selection at reasonable prices.

How much of the Pinto is used?
Almost everything is used except the body (the Pinto has no frame). Every Pinto component that could be integrated into the design of these cars is used. This saves you money. It enables you to build a finished automobile for thousands of dollars less tha its value. (You can build a finished Bantam for $3200 & a Bearcat for less than $4400, comparable automobiles start at twice the price).

Exactly what is involved in the disassembly of the Pinto?
The kit includes everything except the parts needed from one Pinto. The Pinto parts can be prepared in advance of receiving the kit. Remove the engine transmission, radiator, driveshaft, starter relay, voltage regulator, accelerator and clutch cables, batter, and cables, horn and master cylinder. Then put it on stands and remove the seats, steering column, heater, instrument cluster, wiper motor, seat belts, (clutch) brake and accelerator pedal assembly, headlight and wiper switch, dash wiring harness, wiper motor with the short link, shifter, emergency brake lever, and the inside mirror. Remove the taillights. (You can also use the jack and tire wrench). You will be surprised how quickly you get to this point (usually 2-3 hours). Now you need to get underneath and do the dirty work. Remove the wheels and tires, the gas tank and straps, the rear end assembly with springs, the rack and pinion along with the flex shaft, and the front suspension (except for upper "A" frames). New shocks come in the kits so don't bother saving them, but the front shocks have a rubber bumper that you shouldn't throw away.

What cutting and welding is required?
The rear springs and the front springs are cut (usually with a torch) at specified places and an extension needs to be welded into the Pinto steering shaft. We can supply these parts already modified. Also, a Pinto wiper link needs to be shortened on the Bantam.

Is any fiberglass work or body painting required to build either car?
No.

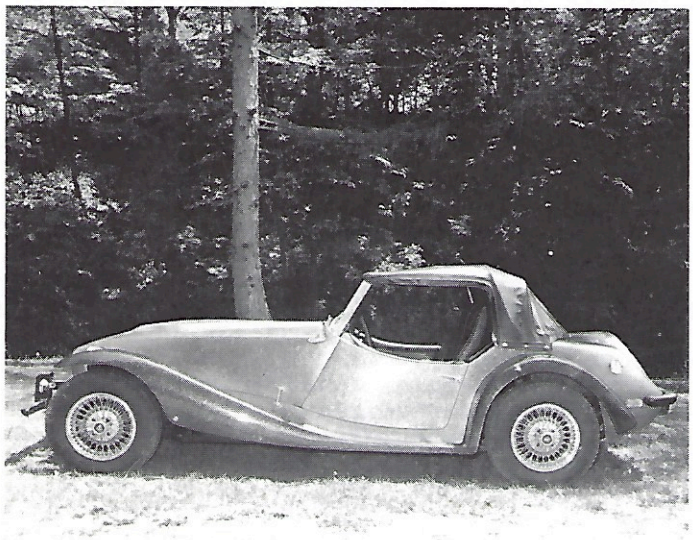
Is there a way to avoid the work of stripping the Pinto?
Yes, we can put you in contact with shops that will disassemble the car for you, do all the preparation required, and deliver the parts to your door, sandblasted and prime painted if you wish.

What is involved in building the completed car?
The easiest way is to assemble the running gear (rear end, springs, front suspension, etc.) to the chassis and then put a nice coat of black enamel on everything. Then install the engine, transmission and driveshaft. All this should take about four hours. The next step is to assemble the remainder of the Pinto parts to the body. The Bantam will take longer. You now set the body on the frame and bolt it in place. You then connect the wiring and finish up the electrical system. The Bearcat is easy to wire because the dash harness from the Pinto splices (via a terminal block on the firewall) into the harnesses we install in the body during pre-assembly. The wiring should take less than five hours (the Bantam will require more). You can now finish the installation of bumpers, interior, and whatever other accessories you wish to add to the car. After the Pinto parts are prepared, you can get a Bearcat together in 35 hours and a Bantam can be built in 50, but most builders prefer to take their time and add a few custom touches of their own. Extra time spent on meticulous assembly and careful detailing will pay off by enhancing the value of the finished product.

Are complete instructions available?
Yes, but most important, we are available seven days a week a help you if you have a question or problem.

Is there a way to have a running car without building it yourself?
Yes, we can put you in contact with shops that will completely custom-build a car to your specifications and the price still is below any comparable sports car on the market.

What do owners like about their cars?
Performance, handling, good looks, uniqueness, general reliability and easy maintenance, economy, comfort in cold weather, and general good design.



FINISH COLORS AVAILABLE

Solid colors -- white, orange, yellow, red, and primer.

Metalflake -- red, gold, violet, and blue, silver gunmetal

Other colors are available on special order at extra cost.

Upholstery colors are -- walnut, buckskin, and black.

The black cut-pile carpeting is 3/8" thick premium quality with edging.

BEARCAT FEATURES

Classic-modern styling

Frame and body resistant to corrosion

Clean, simple under-hood area

Totally modern design

Rack and pinion steering

Rollbar with cover

Disc brakes and automatic transmission if desire.

Matching rich naugahyde seat covers

Outside mirrors

Standard Pinto instruments

Rugged 245# frame

Color impregnated 250# body

All 4 fenders bolt-on for easy repair

Functional lockable doors

Roomy lockable trunk

Sliding side windows

Vinyl coated steel reinforced bumpers

Padded dash and door edging

Padded trim around rear of cockpit

Map pockets in door panels

Defroster outlets and powerful heater

Cut-pile carpeting (even in trunk)

Adjustable seat tracks

High torsional strength semi-stressed body-frame construction

3 self parking 2 speed wipers, (that's right, 3 wiper arms with blades)

Extra hip and leg room for tall people

27 MPG

Superb acceleration and handling

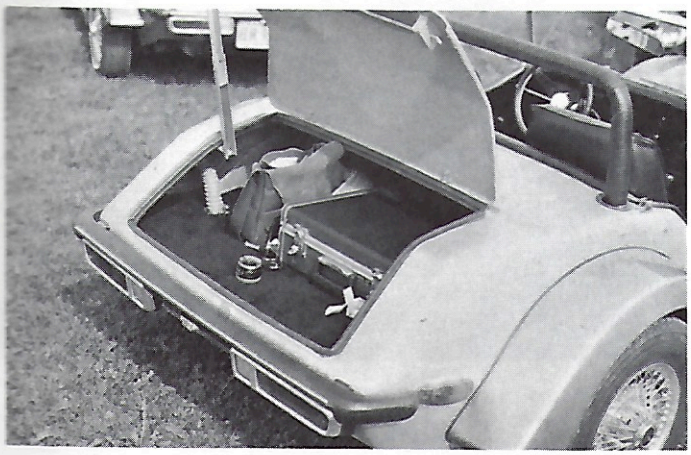
Surprisingly soft ride and excellent comfort

BLAKELY BEARCAT

Stylish, Versatile & Durable

Weight	1800 lbs.
Height	46"
Length	145"
Width	65"
Wheelbase	93"
Interior	Two 6'5" people.
Trunk	7.0 cu. ft.
Wheels	5½ x 13 spoke or mag.
Tires	175R13
Body	12 piece, 3/16 fiberglass.
Frame	2" x 4" 11GA steel tubing.

New this spring, this roadster is designed to offer you all the conveniences and comfort of the best sports cars along with great durability and the highest quality construction available. Its roomy trunk, upholstered interior, functional doors and spirited performance make it the most sophisticated automobile ever to be offered in kit form.



BEARCAT KIT A $2795.00

Includes the following parts pre-assembled: hood stops, fuel filler, dimmer mount, cluster tab, defroster elbows, wiper motor clamp, windshield and frame. Doors with inner structures, latches, strikers, outside handles, upper and lower hinges. Fenders with fender welt, deck lid with hinges, latch, and seal. Hood with hinge straps, latches, prop. and grille mounting blocks. Spoiler, main frame assembly with muffler hangers, fuel and brake line, upper "A" frames with bushings and the hardware required to do the above.

Includes the following parts loose:
Rear link stand, rear link, 2 front and 2 rear spring clamps, 2 steering column spacers, pedal stand, steering extension, 2 strut rod mounts, 2 spring saddles.

BEARCAT KIT B $3495.00

Includes Kit A plus the following parts pre-assembled:
Top, top bows, snaps and straps, side windows, flaps and stands, rollbar, bumpers.

Including the following loose parts:
All hardware (bolts, nuts, shims, spacers, tape, etc.) required to complete car. Switch plate, wiring harness, switches, heater cable, 4 3/4" rod ends, vinyl trim, steering brg., 4 shock absorbers, brake plumbing, radiator & heater hoses, battery hold downs, bumper and fender trim, 2 outside mirrors, defroster hose, 2 inside door handles, grille & trim, hose clamps, fuel hose, frame paint, fuel filler plumbing.

BEARCAT KIT C $3995.00

Kit B plus the following loose parts:
Steering wheel (13") with adapter, tailpipe and muffler, headlight buckets, turn signals, license light, complete upholstery kit which includes door panels, carpeting, seat recovering kit and padded dash, padded door sills & cockpit trim and wind wings.

BLAKELY BANTAM

Maximum Performance,
Minimum Everything Else.

Weight	1500 lbs. (2000 CC.)
Height	43"
Length	130"
Width	61"
Wheelbase	90"
Interior	Two 6'0" people
Trunk	None
Wheels	4 x 13 stock
Tires	165R13
Body	6 piece, 3/16 fiberglass:
Frame	1½" x 1½" 14GA steel tubing.

BANTAM KIT A $1995.00

Including the following parts pre-assembled: main body, dash and interior, windshield and frame, front fenders, hood, hood latches, main frame assembly and hardware to do above.

Including the following parts loose:
"A" frames, rear link stand, rear link, 2 front and 2 rear spring clamps, 2 steering column spacers, pedal stand, steering extension, 2 spring saddles, 2 defroster elbows.

BANTAM KIT B $2695.00

Kit A including the following parts pre-assembled: top, top bow, straps, lexan side doors, rollbar, bumpers.

Including the following parts loose:
All hardware (bolts, nuts, shims, spacers, etc.) required to complete car, wiring harness, switches, heater cable, 4 heims joints, 2 rod ends, steering brg., 4 shock absorbers, brake plumbing, radiator and heater hoses, battery hold downs, 2 outside mirrors, defroster hose, grille & trim, hose clamps, fuel hose, frame paint and fuel filler plumbing.

BANTAM KIT C $2895.00

Kit B including the following parts loose: steering wheel and adapter, exhaust system, headlight buckets, turn signals, license light, carpet kit.

A lightweight, simple, inexpensive, maximum performance fun car.

BANTAM

This tough little hustler has already established itself as a serious on-track racer. The hours of road course and speedway testing during development became evident when a half dozen locally owned examples established an impressive list of victories in autocross competition during the 1974 season.

BANTAM FEATURES

Frame and body resistant to corrosion

Simple construction

175# frame

175# color impregnated body

Rear-braced competition rollbar

Clean under-hood area

Versitility (accepts RX2 & 3 Mazda) to constructor

Outside mirrors

Blank dash accepts std. Pinto or custom instruments

Powerful Pinto heater

Lexan side windows for winter comfort

Outside exhaust

Reasonable comfort for up to 6 footers

Absolutely the most performance for the dollar of any modern automobile

30 MPG

Choice of disc brakes and automatic transmission if you prefer

POLICIES

PRICING
Prices, discounts and quotations are subject to change without notice, and will be those in effect at the time of shipment. Items are subject to design change or discontinuation without notice.

TAXES
Wisconsin Sales Tax will be collected from Wisconsin residents.

WARRANTY
Solar Automotive, Inc. warrants that it will repair or replace to the original purchaser without charge, FOB Princeton, Wisconsin 54968 any products manufactured by it which are returned to the Company, freight prepaid, within 90 days from the date of shipment from its plant, and which are found to be by our examination faulty or defective in material or workmanship.

The Company will not be responsible for any damage or loss caused by delays, failure, or any consequential damage arising from any cause whatsoever, nor for labor, transportation, lodging, or any other charges in the replacement or repair of defective parts.

This warranty to repair or replace is the only warranty expressed or implied by Solar Automotive, Inc.

Equipment re-sold by us and not of our manufacture is warranted only to the extent of the original manufacturer's warranty.

Warranty will not be in force for any merchandise that is not paid for in full to Solar Automotive, Inc. or that has been altered in any way.

CANCELLATIONS
Cancelled orders are subject to payment of charges equal to all costs incurred by the Company up to the date of cancellation.

RETURN OF GOODS
Permission from the Company must be obtained before returning any merchandise. Merchandise to be returned must have been purchased within the preceding 90 days. Returned merchandise must be prepaid or will not be accepted. New material of current design accepted by the Company for return is subject to a restocking charge of 20%.

CLAIMS
All goods shall be considered delivered to the purchaser when they are placed in the hands of the carrier and consigned to the purchaser. Loss, damage or destruction of any merchandise is assumed by the purchaser and claims must be made by the purchaser to the carrier.

FOR YOUR CONVENIENCE WE HAVE 24 HOUR PHONE SERVICE. 414/295/8861

COMBINED SHIPPING & HANDLING RATE CHART FOR UPS DELIVERY

TOTAL DOLLAR VALUE OF YOUR ORDER	ZONES				
	2	3	4	5	6
.00- 8.99	2.20	2.25	2.35	2.45	2.60
9.00- 19.99	1.70	1.85	2.00	2.15	2.35
20.00- 29.99	2.40	2.50	2.80	3.00	3.20
30.00- 39.99	2.80	3.00	3.20	3.40	3.60
40.00- 75.00	6.00	6.20	6.40	6.60	6.80
75.00-100.00	8.00	8.20	8.40	8.60	8.80
100.00 and UP	10.00	11.00	12.00	13.00	14.00

To determine zone, take first three digits of ZIP code to which parcel is to be shipped and refer to the chart below.

ZIP CODE PREFIX	ZONE	ZIP CODE PREFIX	ZONE	ZIP CODE PREFIX	ZONE
010--043	5	415--416	5	609--619	3
044	6	417--418	4	620--631	4
045	5	420--427	4	633--641	4
046--048	6	430--458	4	644--648	4
049--054	5	460--462	4	650--658	4
056--098	5	463--466	3	660--662	4
100--139	5	467--482	4	664--675	4
140--147	4	484--487	4	676--679	5
148--149	5	488--491	3	680--681	4
150--158	4	492	4	683--689	4
159	5	493--497	3	690	5
160--165	4	498--499	2	691--692	4
166	5	500--507	3	700--701	6
167	4	508	4	703	6
168--191	5	510--512	4	704--705	5
193--199	5	513--514	3	706	6
200--249	5	515--516	4	707--708	5
250--253	4	520	3	710--714	5
254	5	521	2	716--725	5
255--257	4	522--528	3	726	4
258--259	5	530--537	2	727--731	5
260--261	4	538--539	2	734--741	5
262	5	540	3	743--752	5
263--266	4	541--543	2	754--768	5
267--268	5	544	2	769--770	6
270--299	5	545--549	2	773--789	6
300--315	5	550--551	3	790--796	5
316	6	553--554	3	797--799	6
317--319	5	556--558	3	800--812	5
320--324	6	559	2	813--815	6
325	5	560--564	3	816	5
326--339	6	565	4	820	5
350--352	5	566	3	821	5
354--369	5	567	4	822--831	5
370--372	4	570--576	4	870--871	6
373--374	5	577	5	873--875	6
376--381	5	580--585	4	877--880	6
382	4	586	5	881	5
383--397	5	587	4	882--883	6
400--406	4	588	5	884	5
407--409	5	592	5		
410--414	4	600--606	3		

CALIFORNIA, OREGON & WASHINGTON SHIPPING & HANDLING RATE CHART

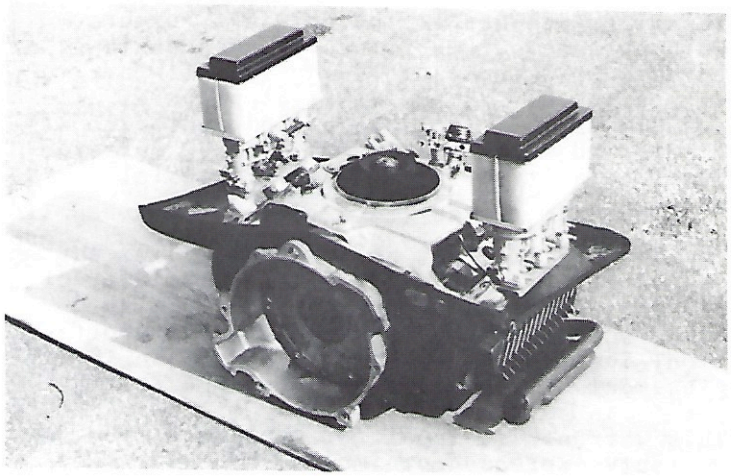
TOTAL DOLLAR VALUE OF YOUR ORDER	RATE
.00 - 8.99	$2.20
9.00 - 19.99	3.78
20.00 - 29.99	5.41
30.00 - 39.99	7.03
40.00 - 75.00	8.66
75.00 - 100.00	10.28
100.00 and up	15.00

Oversize or too heavy items will be shipped truck or express with shipping charges COD. Shipments to the states of Arizona, Idaho, Montana and Utah will be made parcel post. Shipping charges will be COD unless an additional amount is enclosed with payment. Any overpayment will be refunded.

CORSA - CORVAIR SOCIETY OF AMERICA

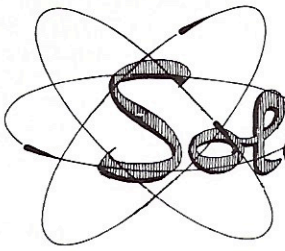
The majority of you who receive this catalog are not Corsa members. Corsa was formed in 1969 by those who still appreciate the Corvair automobile. As a member, you are entitled to many privileges such as the quarterly magazine and monthly newsletter plus free attendance at national and regional Corsa meets. I would urge you to send one year's membership dues, $8.00 to Corsa, % Mark Ellis, 145 Ivywood Ln., Radnor, Pa 19087.

IN UNITY THERE IS STRENGTH:



GATHERING OF BLAKELY OWNERS IN MARCH, 1975

RESTORERS OF CORVAIR — CONSTRUCTORS OF CAVALIER



Solar Automotive Inc.

124B Fulton St.
Princeton, Wisconsin 54968
Phone 414/295/8861

CONSULTATION SHEET

Got a problem? Make it ours to solve!

If you've been baffled by something, and can't get the answer in your locale, ask us. Or, if you need technical assistance regarding preparation of your Corvair engine, drive train suspension or what-have-you, fill out the form below.

We do have a service charge of $5 for our help. This usually covers our secretarial expenses and time, if we're lucky. If we can't answer your question we'll certainly refund your money.

FILL OUT COMPLETELY
(Use back or more paper if necessary)

Name _____ Phone _____
Address _____
City _____ State _____ ZIP _____
Model _____ Year _____ Engine _____
Serial Number _____ Engine Number _____
Special options on car: _____

Modifications: _____

Problem (include all pertinent information): _____

What has been done to try to solve the problem? _____

Include check or money order for $5.00, payable to Solar Automotive, Inc.

BULK RATE
U.S. Postage
Paid
Princeton, WI 54968
Permit No. 19

"Home of the Mini-Muscle Cars"

Solar Automotive INC.

124B Fulton St.
Princeton, Wisconsin 54968
Phone 414 - 295-3871

Kenneth Rose
6162A Green Meadows Pkwy
Baltimore, Md 21209

3.00 CONTENTS: Merchandise. Fourth Class Mail. Postmaster: This parcel may be opened for postal inspection if necessary.

Solar Automotive INC.

124B Fulton St. Princeton, Wisconsin 54968 Phone 414/295/8861

RUSH ORDER BLANK

SHIP TO: _____ DATE: _____

STREET: _____ PHONE NO: _____

CITY: _____ STATE _____ (MUST HAVE) ZIP NO. _____

QUANTITY	PART NUMBER	DESCRIPTION	UNIT PRICE	AMOUNT
1	255-E	Promo Literature - 1962 Corvair		2.50
~~1~~	~~115~~	~~OTR Head Spring Kit~~		~~45.00~~
1	116	Steering Damper Shock		16.45
1	141	Quick Steering Arms - Exchange		24.75
1	QS-141	Quick Shift Kit		9.00
1	5093	Viton O-Ring Seal Set		11.95
1	5072	Oil Cooler/Filter Adaptor		19.25
1	5042R	Anti Flood Kit - Rochester		10.45
1	VA-6	3/8" Pyrex Fuel Filter		4.25
1	5022	Fuel Pressure Regulator		10.45
~~1~~	~~7023~~	~~H.D. 4 Spider Gear Differential~~		~~89.50~~
1	[illegible]	H.D.		

Where did you hear about us?

Sub-total _____

4% Sales Tax _____

FREIGHT _____

Amount Enclosed _____ **TOTAL** _____

Method of Shipment Desired (see Shipping Information) _____

SEND CERTIFIED CHECK OR MONEY ORDER FOR IMMEDIATE SHIPMENT.

ALL CHECKS MUST CLEAR BEFORE SHIPMENT IS MADE.

GUARANTEE: Solar Automotive, Inc. gladly guarantees all equipment against defects in material or workmanship when installed as directed. — Prices Subject to Change Without Notice

NOTE: Shipping charges must be prepaid when returning merchandise or shipping core charge items. All merchandise F.O.B. Princeton, Wis. 54968.

RESTORERS OF CORVAIR — CONSTRUCTORS OF CAVALIER

Solar Automotive INC.

124B Fulton St.
Princeton, Wisconsin 54968
Phone 414 - 295-3871

Dear Corvair Enthusiasts:

Enclosed you will find our brochure describing and picturing the "Cavalier", the car that we are preparing, based on the late model Corvair. As a way of illustrating and explaining what we are doing we have prepared this brochure to better enlighten you. We have tried to answer the hundreds of questions that enthusiasts have written asking about the car, in our brochure, but I am sure that there will be other questions that we have not answered, so let me try.

We have a 112-page catalog that illustrates what is being done to the cars that we prepare. Our catalog also has all of the available high performance and handling accessories available for the late model Corvair. Having over 200 photos and illustrations, it is a bargain at $1.50 which is refundable with the first purchase.

Our shop is also making stock restoration on the 1960-69 Corvair. We can make the complete restoration, engine, suspension and body or we can restore any portion thereof.

We have new Corvair parts in stock available to the Corvair enthusiast in order to keep his Corvair running. As we all know, Corvair parts are not generally stocked by Chevrolet dealers, and it is because of this fact that we are stocking our parts and shipping out to Corvair enthusiasts daily. We also have remanufactured parts for sale so I would urge you to pick up the telephone and contact us so that we might have the opportunity of serving you.

We also have engines and suspensions available on an exchange basis, naturally completely remanufactured, and again in our catalog. We have tried to serve the Corvair enthusiast far and beyond the normal mailhouse catalog type company and in so doing we have become quite involved.

Very shortly we will be printing our first newsletter which will have technical tips and items for sale and interesting news bits throughout the Corvair world. Everyone receiving this letter will receive at least two copies of this newsletter. There has been a lot of interest regarding dealerships for the "Cavalier" and we are at this time investigating the feasibility of this, so if your interest is in this area please contact us so that we might discuss this further.

We are offering a 10% discount on our catalog items to Corsa members as a way of introducing all the Corvair enthusiasts to the Corvair Society of America, which has a monthly newsletter and a quarterly magazine available to all of its members. If you are interested in keeping abreast with what is happening in the Corvair field, I would urge you to send $8.00, payable to Corsa, to: Mr. Bill Garren, at 209 Linnhurst, Piqua, Ohio 45356.

Solar Automotive is dedicated to helping the Corvair enthusiast maintain his car and improving the most unusual and greatest fun car ever produced in America. May we help you? Thanks for your time.

Very sincerely yours,

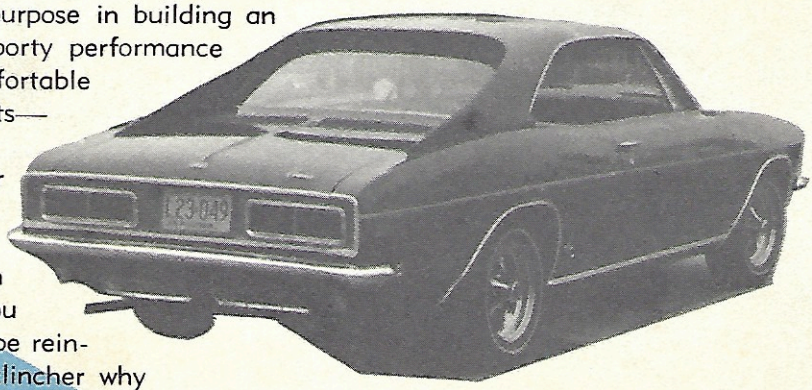
Art

Art Herschberger

"Home of the Mini-Muscle Cars"

Solar Automotive Inc.

is pleased to introduce to you an automobile which will speed your heartbeat and increase your driving fun—the Cavalier. This automobile is an adaptation of the much-maligned Corvair and no attempt has been made to conceal this fact. However, believing that Chevrolet had some very good and very workable basic concepts in their original stock Corvair, we have kept those basic concepts and replaced or improved those less desirable features until we believe that we have achieved our purpose in building an automobile that embodies good looks, sporty performance safety, excellent handling, a quiet, comfortable ride and—what every car enthusiast wants—something a bit different in all these areas. You've heard Detroit make similar statements and, if you're like us, you have felt somewhat cheated when you have looked over their cars or taken them for a drive. We believe that as you look at this brochure our statements will be reinforced by what you see. But for a real clincher why not spend fifteen minutes behind the wheel of one of these hybrid beauties in our beautiful kettle moraine region around Princeton. We urge you to do just that and are confident that you will be convinced of the validity of our statements about the Cavalier.



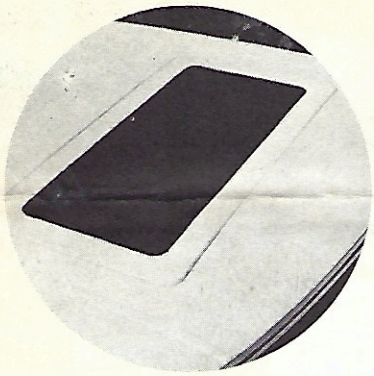
To be more specific, just what do we do to achieve the resultant fine automobile we discussed above? We begin with a 1965 - 69 Corvair 2-door hardtop or convertible, your's or our's. We make a visual inspection before accepting the car to be sure its condition is still sound enough to make practical all the upgrading it will receive. Once the car is selected it is completely stripped. The doors, trunk lid, engine compartment lid, all bright trim, and all glass are removed. The interior, including seats, dash and headliner are removed. The front and rear suspension, engine and transmission are removed. The car is then chemically stripped of paint. The underside is then sandblasted and inspected. Any serious rusting is corrected by replacing the damaged area with sound new metal being welded in its place. The sandblasted areas are then primed with heavy-duty zinc chromate and then painted with epoxy black enamel. The underside is later undercoated.

After removal from the chassis the front suspension is completely disassembled. If each component passes the new specification requirements it is sandblasted, primed and painted heavy-duty black epoxy enamel paint. The four tie-rod ends are replaced, as are the ball joints. Fast steering arms and hydraulic steering damper are then installed and coil springs are replaced with new heavy-duty type. The rear suspension is given the same treatment. Every rubber component is replaced in both front and rear suspensions. New, heavy-duty, adjustable shocks are installed with the GT suspension. To go with this improved suspension metalic brake linings are installed after the drums have been machined to a smooth finish. And new master cylinder, wheel cylinders and hoses are installed after the system has been disassembled and a through flushing and inspection have been completed. Our power brake booster is installed for the safest brakes any spirited driver could want.

There are four engine options to power your Cavalier. The first has a Rajay turbo-charger, Weber 45 DCOE, side-draft carburetor with air cleaner, a water-alcohol injector system and a horsepower range of 300. The second is a normally aspired engine using two Weber 31DA 46mm downdraft carburetors. Compression ratio is ten to one and horsepower range is 240. The third option is a normally aspired engine with carburetion furnished by a 4-barrel 390 CFM Holley carburetor. Compression ratio is ten to one and horsepower range is 200. On the fourth engine option, four primary Rochester carburetors are bored out and fitted with our adjustable linkage. The compression ration is ten to one and the horsepower range is 180. All four of these engines would have the following included: 1) complete disassembly and visual inspection; 2) all shrouds are acid stripped and repainted; 3) crankshafts are inspected, then polished and fitted with proper size Clevite 77 bearings (both rods and mains). The connecting rods and crankshaft are magnifluxed and the alumi-

num heads and cases are zygloed to check for cracks 4) a camshaft is selected and installed according to the engine option and new lifters are installed; 5) cylinders are bored .060 and fitted with forged aluminum pistons and moly rings, pistons are fitted to the proper deck and height and new rod nuts applied; 6) heads are inspected for wear and re-faced according to the engine option desired, bronze-alum guides are installed, Vitcon (113 and 117) O-rings are fitted to the pushrod tubes, new damper door thermostats are installed, a new blower bearing is installed, the distributor is disassembled, rebuilt and adjusted according to the engine option, rocker arms and balls are replaced, all aluminum external surfaces are glassbead blasted, piston and rod assemblies are balanced to racing tolerances, connecting rods are shot blasted, flywheel and clutch assembly is welded and balanced, high volume oil pump assemblies are installed, aluminum valve covers are fitted and aluminum oil pans are installed; 7) spark plug openings are Heli-Coiled. Four-speed and automatic transmissions are completely disassembled and rebuilt.

There is now available the new pop-top sunroof. Made of non-glare plexiglas, it is entirely removable. It is 18" x 35" and is solarized for heat control.

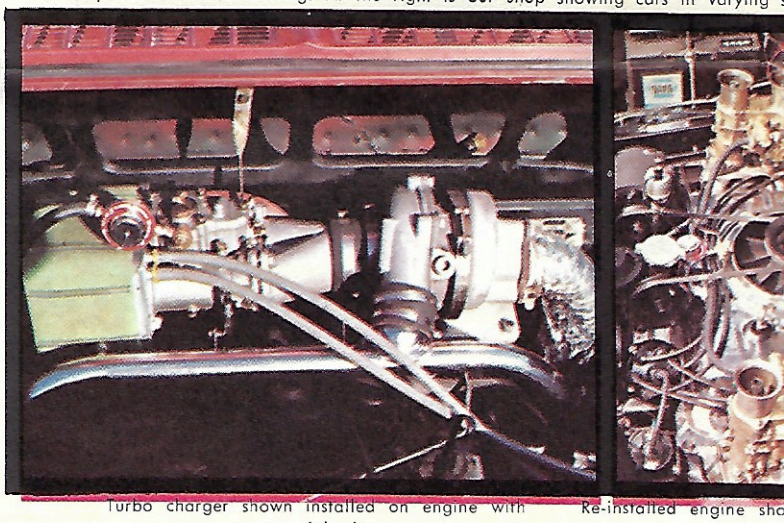


Within the body walls of the car is inserted our "Acousti-Kit" which is a sound-deadening material. This material is also put in the roof, under the cut-pile carpeting, and in the engine compartment area. Two imported, vinyl and cloth, fully reclining bucket seats are installed. While the dash is disassembled the speedometer is returned to zero and three new gauges are installed in the panel above the radio. These gauges, oil pressure, oil temperature, and ampere, are installed to give the driver a more exact picture of how his machine is performing in these critical areas.

The exterior is painted to the color of the customer's choice with many coats of hand-rubbed laquer. Custom, imported mag wheels 13" x 6" or 14" x 6" with B. F. Goodrich ER60-13 Radial TA tires.

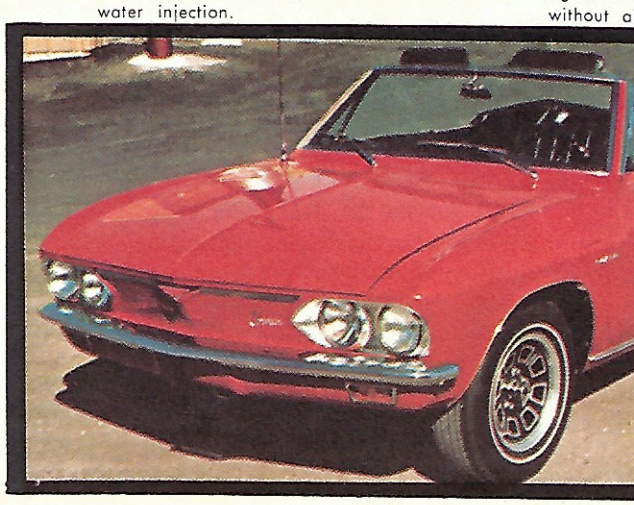
This, in a thumbnail sketch, is how we convert the Corvair to the impressive and stylish Cavalier. Of course, we cannot here give all the details of the functional and styling changes that have taken place within and with the body of the car. The enclosed pictures should help to give a clearer picture of that.

This series of pictures of pictures shows the extent that we disassemble the cars before the actual reconstruction can begin. One shows the final welding on of a fender that required replacing. They are brazed both inside and out to prevent eventual rusting. At the right is our shop showing cars in varying s



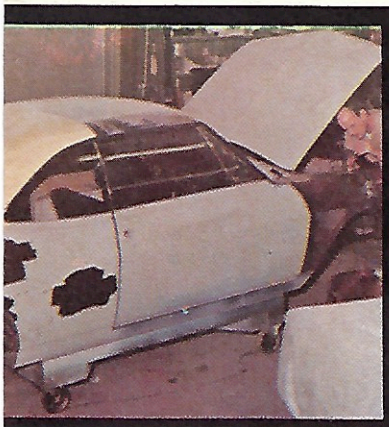
Turbo charger shown installed on engine with water injection.

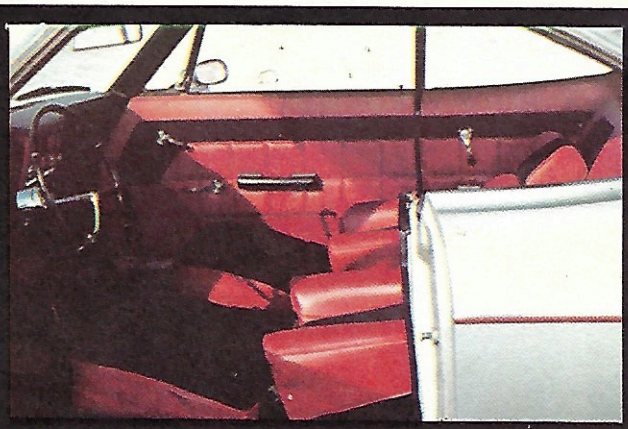
Re-installed engine sho without a



Down the right side and across th

SOLAR AUTOMOTIVE, INC., 124





es of production.

Above are two interiors showing variations of interior trim. Note the added gauges above the radio, the coco floor mats, cut pile carpeting on floor and door and imported fully reclining cloth and vinyl bucket seats.

COMBINES SPACE-AGE TECHNOLOGY AND MATERIALS WITH OLD-WORLD CRAFTSMANSHIP

g Weber carburetors
leaners.

ottom are several completed cars showing variations of exterior styling available.

— OLD WORLD CRAFTSMANSHIP IS STILL ALIVE TODAY —

ulton St., Princeton, Wisconsin 54968 — Phone 414 / 295-3871

CAVALIER DATA

DIMENSIONS - Inches

Wheelbase	108.0	Front seat hip room	2x21	Leg Room	32.0
Track, F/R	55/58	Shoulder room	55.0	Head Room	36.0
Overall length	183.0	Head room	37.6	Door Opening Width	38.0
Width	70.0	Rear seat hip room	54.7	Trunk Liftover Height	28.0
Height	51.0	Shoulder room	52.6	Curb weight, 2700 lb. w.o. driver, 37%/63%	

CAPACITIES

Number of passengers, 2+2; Luggage space trunk, 7 cu. ft.; Fuel tank, 14 gal.; Crankcase, 4½ qts.; Trans/Diff, 3.5/4.0pt.

CHASSIS/SUSPENSION

Frame Type - Unitized

Front Suspension Type - Independent by single link articulate, coil springs, telescopic, adjustable, heavy-duty, shock absorbers with rubber springs over shock shaft, anti-sway bar - .812 in. dia.

Rear Suspension Type - Independent, fixed-length axle shafts, lower control arms w/lower bracket telescopic, adjustable, heavy-duty, shock absorbers with hollow rubber springs mounted in center of steel steel coil springs. Anti-sway bar is optional.

G.T. Suspension - The spplication of hollow rubber springs both front and rear is gradually brought into operation according to the load being applied. The progressively stiffening characteristic of the GT Suspension insures that the stiffness of the suspension system is maintained in proportion to the load being placed upon it. The take-up of the load is very smooth and the increase in rate is progressive, resulting in greatly improved stability and control, smoother ride, higher load-carrying capacity and longer spring and shock absorber life.

Steering System - Recirculating ball-nut gear, parallelogram linkage ahead of wheels. Overall ratio.....17:1
Turns, lock to lock.....3.4 Turning circle, curb to curb.....37 feet

Brakes - Cast iron drums front and rear; front drum dia. x width 9.5 x 2.0 inch; rear drum dia. x width 9.5 x 2.5 inches; total swept area, 268.6 square inches; metalic powdered metal linings, standard; power booster assist, optional.

WHEELS/TIRES

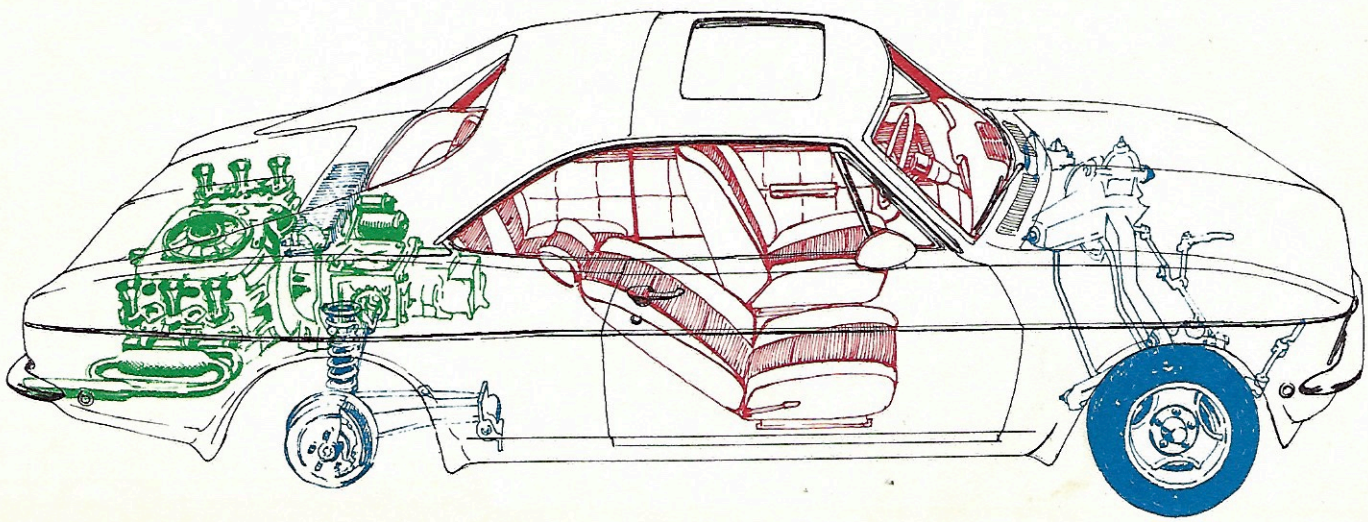
Wheel rim size, 14x6; optional, 13x6; number bolts/circle diameter, 5/4.75 inch; tires, FR60-14 radial, optional ER70-13; normal inflation, F/R 16/27 psi

COMBINES SPACE-AGE TECHNOLOGY AND MATERIALS WITH OLD-WORLD CRAFTSMANSHIP

ENGINE	Engine Option 1	Engine Option 2	Engine Option 3	Engine Option 4
Opposed 6 cyl. standard	Same	Same	Same	Same
Bore x stroke	4.038 x 2.940 inches	4.038 x 2.940 inches	4.038 x 2.940 inches	4.038 x 2.940 inches
Displacement, cubis inch	169.49	169.49	169.49	169.49
Compression Ratio	7.00:1	9.5:1	9.5:1	9.5:1
Fuel required	Premium	Premium	Premium	Premium
Carburetion	Weber 45DCOE side draft w/Rajay turbo	2 Weber 3IDA 46mm	Rochester 4x1 carbs	Holley 390CFM 4-barrel carb.
Estimated HP @ 5200RPM	300	240	200	180
Valve train	Hydraulic lifters, push-rods & overhead rocker arms, cam timing	Same	Same	Same
Exhaust system	Single with dual headers	Dual, reverse-flow mufflers	Dual, reverse-flow mufflers	Dual, reverse-flow mufflers
Normal oil pressure @rpm	40 @ 3000	40 @ 3000	40 @ 3000	40 @ 3000
Electrical supply	12V. 61 amp. alternator	Same	Same	Same
Heavy-duty oil pump	Standard	Standard	Standard	Standard
Forged aluminum pistons	Standard	Standard	Standard	Standard
Aluminum ultra-cool rocker arms covers	Standard	Standard	Standard	Standard
Aluminum ultra-cool oil pan	Standard	Standard	Standard	Standard

DRIVE TRAIN

Clutch type: single dry disc, semi-centrifugal; diaphragm-type pressure plate, diameter 9.12 inches; transmission type: 4 speeds forward, fully synchronized; gear ratio: 4th- (1.00:1) overall 3.55:1, 3rd- (1.47:1) overall 5.22:1, 2nd- overall 7.82:1, 1st- overall 11.03:1; shift lever location: floor; differential type: transaxle, hypoid final drive; axle ratio: 3.55:1 standard, optional 3.89:1, optional 3.27:1.



Solar Automotive INC.

124B Fulton St. Princeton, Wisconsin 54968 Phone 414/295-3871

CUSTOMER ORDER SHEET Date_____

NAME_____

ADDRESS_____

VEHICLE TYPE_____

PREPARATION

1. The selected Corvair is completely stripped (the doors, trunk lid, engine compartment lid, and all glass is removed. The complete interior, including the headliner is removed. The front and rear suspension, engine, transmission, and all bright trim are removed. The car is then stripped of paint, chemically, down to the factory primer. The underside is sand-blasted and inspected. Any rust that goes through will be cut out and a piece welded in its place, first filled with lead, then high quality body filler. If, in our opinion, the rusted area is beyond repair, the car will be rejected. (The possibility of this is slight as the cars are inspected prior to coming into our shop.) The sand-blasted areas are then primed with heavy duty epoxy primer and then painted with epoxy black enamel. The underside is later undercoated three times with 24 hours between applications.

Fill In Total	Estimated Preparation Costs: Depends on condition of car. $500.00 - $1,000.00	Installed Cost
$_____	Color _____ Approximately $200.00 for paint.	_____
_____	Do necessary body work (per estimate)	_____

2. ## ENGINE SPECIFICATIONS

(1) Complete disassembly and visual inspection.
(2) All shrouds are acid dipped and repainted.
(3) Crankshafts are inspected, then polished and fitted with proper size Clevite 77 bearings (both rods and mains).
(4) Camshaft is selected and installed according to the engine option; new lifters and springs are installed.
(5) Cylinders are bored .060 and fitted with forged aluminum pistons and moly rings, pistons are fitted to the proper deck and height, new rod nuts are fitted.
(6) Heads are inspected for wear and refaced according to the engine option desired, guides are replaced with alum-bronzed turbo type. Vitcon (113 & 117) O-rings are fitted to pushrod tubes and head. New damper door thermostats are installed, a new blower bearing is installed, the distributor is disassembled, rebuilt and adjusted according to the engine option, rocker arms and balls are replaced, all aluminum external surfaces are glassbead-blasted, piston and rod assemblies are balanced to racing tolerances, the flywheel and clutch assembly is welded and balanced, high volume oil pump is installed, aluminum valve covers are fitted and aluminum oil pans are installed on 140/180 engines.
(7) Spark plug openings are "Tine-Sert" protected.

Fill In Total	Mail order Cost		Installed Cost
$_____	$ 650.00	110 H.P. Exchange F.O.B. Princeton	$ 750.00
_____	750.00	140 H.P. Exchange F.O.B. Princeton	850.00
_____	750.00	180 H.P. Exchange F.O.B. Princeton	850.00
_____	_____	Note: Core charge is $350.00 and crating $25.00. Both will be refunded when engine is received and examined for broken crank, usable heads, etc. If 140 H.P. or 180 H.P. is desired and 110 H.P. is exchanged the additional charge is $150.00	_____
_____	28.65	Rebuilt starter	33.65
_____	33.80	Rebuilt alternator	36.80
_____	14.95	Spring-loaded idler kit	20.50

CARBURETION

3.	$ 25.00	Stock rebuilt - each carburetor	$ 35.00
	125.00	4x1 Direct linkage primaries (Incl/air cleaners) and 4 rebuilt carburetors.	160.00
	660.00	2-3IDA 45 Weber W/Manifold (Incl/air cleaner adapter and modified heads) exchange, see page 25 of our catalog for instructions.	850.00
		390 CFM Holly W/Manifold (Incl/air cleaner)	
	135.00	140 H.P. Engine	160.00
	120.00	110 H.P. Engine	140.00
	188.00	45 DCOE Weber (Turbo) W/adapter	225.00
	100.00	Water Injection (Turbo) W/tank	145.00
	100.00	2 Inch "SU" (Turbo) (rebuilt carburetor)	125.00

COOLING

4.	$ 45.00	Oil Cooler, 8 pass (5" x 12")	$ 65.00
	40.00	Otto Oil Pan	45.00
	36.00	Otto Rocker Covers	40.00
	24.95	Aluminum 2 quart Oil Pan	30.00

TRANSMISSION

5.	$ 85.00	Rebuild 4-speed	$ 100.00
	74.50	H.D. 4 Spider Differential (when rebuilding transmission)	100.00
	85.00	Rebuild 3-speed	100.00
	100.00	Rebuild Powerglide	125.00
	20.00	Clutch New Disc Balanced	30.00
	23.00	Pressure Plate Balanced	35.00
	5.95	Quick Shift Kit	10.95
6.		3 Gauges Installed Completely, Oil Temp., Oil Press., Ammeter	100.00
	65.00	VDO Tach 0 - 8000 RPM installed on Monza dash	85.00

EXHAUST SYSTEM

7.	62.00	Solar Duals, see page 46 in catalog	95.00
	87.00	Solar Headers W/mufflers, see page 26 of our catalog	120.00
8.	14.95	Steering Damper, see page 49 of our catalog	20.00
	19.95	Quick Steering Arms (exchanged)	26.50

FRONT AND REAR SUSPENSIONS

The front and rear suspensions are removed from the chassis and completely disassembled. If each component passes the new specifications requirements, it is then sand-blasted, primed and painted with a heavy-duty epoxy black enamel paint. The four tie-rod ends are also replaced, as well as the ball joints. Fast steering arms are then installed. The coil springs are replaced with new H.D. type. Every rubber component, in both front and rear suspensions, is replaced.

9.	$ 225.00	Front Suspension Complete Rebuild (includes new Gabriel shocks)	$ 250.00
10.	95.00	Rear Suspension Complete Rebuild (includes new Gabriel shocks)	120.00
	39.50	GT Suspension, page 49 of our catalog	60.00
	28.00	Two Gabriel Adjustomatic Shocks	35.00
	20.00	Delco Shocks (per pair)	32.00

Fill In Total	Mail Order Cost		Installed Cost
$	$ 52.00	Konie Shocks (per pair)	$ 60.00
	125.00	Crown Anti-Sway Bar, front and rear	250.00
	22.50	Crown Rear, Lower Control Arm Bracket	35.00
		WHEELS AND TIRES	
11. $	$	Tri-Spoke 13" $42.00 each. Color_____	$
		Tri-Spoke 14" $46.00 each. Color_____	
		GT 14 x 6 $42.00 each	
		Cosmic 14 x 6 $42.00 each	
		BRAKES	

The brake drums are machined to a smooth finish and metallic linings are installed in both front and rear. Rebuilt wheel cylinders and new hoses are installed after the system is disassembled and a thorough flushing and inspection have been completed.

12. $	$ 40.00	Set of 4, brakes metalic linings. Installation costs include turning of drums and new hoses.	$ 105.00
	20.00	Rebuild New Wheel Cylinders	30.00
13. $	$ 55.00	Power Booster Kit	$ 75.00
		INTERIOR	
14. $	$	Interior Color_____	$
		Acousti-kit 1965-69, A 45.00 B 22.50 C 24.00	30.00
		Acousti-kit 1960-64, A 40.00 B 20.00 C 22.50	
		New Carpet ___Front 22.50 ___Rear 19.00	15.00
		Cut Pile___ Loop (stock)___ Color_____	
		Customer's seats cleaned and reinstalled	25.00
	200.00	Solar GT Front Seats___ Color_____	245.00
	300.00	Solar GT Custom Interior W/Rear Seats and padded side panels front and rear.	325.00
	2.50	New Accelerator Pedal	9.50
	1.95	New Brake Pedal Cover	1.95
	1.95	New Clutch Pedal Cover	1.95
	35.00	Leather "Personal" Steering Wheel	45.00
	35.00	Vinyl "Personal" Steering Wheel	45.00
	40.00	Wood "Personal" Steering Wheel	50.00
	3.95	Leather (Black) Shift Knob	3.95
	3.95	Wood Shift Knob	3.95
	3.95	New Seat Belts ___Front ___Rear Color_____ Each seat	4.95
	50.00	Velvetex Trunk and Glove Box___ Color_____	50.00
	12.00	New 10" Inside Map Lite Mirror	18.00
		New Rallye Twin Outside Mirrors, painted	35.00
		New AM/FM 8-Track Radio	

Fill In Total	Mail Order Cost		Installed Cost
$	$ 5.95	New Antenna, Front Mount___ Rear Mount___	$ 7.95 (Replace)
		Rear Mount___	14.00 (New)
		Door Courtesy Lites	
	5.00	Zero Speedometer	5.00
	3.00	Front Floor Courtesy Lites	10.00
		EXTERIOR	
15. $	$ 53.00	New Aluminum Wheel Trim 1965___	$ 73.00
	41.00	New Aluminum Wheel Trim 1966-69___	61.00
	45.00	New Rear Bumper___ New Front Bumper___	60.00
	27.50	Vinyl Beltline Strip___ Color_____	38.50
	105.00	New Tinted Windshield	140.00
		ACCESSORIES	
16. $	$ 30.00	New Battery	$ 35.00
	169.00	Gas Heater___ Location: Trunk___ Rear___ (Front) (Rear)	195.00 210.00
	17.00	Penetrator Head Lights, Low___ High___ (each)	20.00
	17.00	Penetrator Head Light, Single High Beam Only	20.00
	10.00	Penetrator Wiring Kits, allows separate operation of high and low lights by dash-mounted switch.	15.00
	100.00	Convertible Top, replace W/ new rear window and pads	200.00
	3.95	License Plate Holder, Front___ Rear___	4.50
	13.50	Front Coco Floor Mats	13.50
	7.00	Rear Coco Floor Mats	7.00
	4.95	Headlight Flasher	9.00
	20.00	Carpet Rear Deck___ Color_____	30.00
17. $	$ 5.50	Front Valance, Stock 1966___ Solar type___	$ 7.00
18. $	$ 55.00	Cavalier Tail Lights	$ 85.00
	20.00	Cavalier Rear Vinyl Cover Area, Color_____	35.00
		Cavalier Wheel Radiused and Flaired	250.00
	150.00	Cavalier Fast Back Top W/Vinyl Front Area, Color_____	200.00
	99.50	Sunroof (Vinyl Roof Required)	200.00
	80.00	Vinyl Top (Full)	200.00
		Cavalier Head Lights	200.00

RESTORERS OF CORVAIR — CONSTRUCTORS OF CAVALIER AND SPRINT

Solar Automotive inc.

124B Fulton St.
Princeton, Wisconsin 54968
Phone 414-295-8861
TELEPHONE 414-295-8861

*S P E C I A L * B I C E N T E N N I A L * S A L E*

Throttle cable	$32.95	
Chrome shroud (exchange)	20.80	
Silicone core ignition cables	15.00	
Spark plug well covers straight/angle	.45	
Header kit	69.50	
Wire wheels w/nuts	35.00	each
SPECIAL PRICE ON SPARK PLUGS		
AC R-44-FF and R-45-FF	.75	each
One box of 8 @ .62	5.00	
Two boxes of 8 @ .56	9.00	
Three boxes or more @ .50	4.00	each
Brake or clutch pedal w/chrome trim (small)	2.00	each
Brake pedal w/chrome automatic transmission	2.00	each
Shift knobs: Crossed flags, Shift pattern	4.95	each
VDO tire pressure gauge	9.95	
Oil temperature sending unit	12.00	
Corvair patches rectangular/round	1.00	each
Corvair Monza patch	1.50	each
Sprint patch	1.00	each
Zippo Corvair key holder	5.00	
Custom handles	7.95	
Speaker fader	1.00	
Remote mirror set	40.00	pair
Pistons (set of 6)	67.00	
✓Triple gauge mounting bracket	7.25	
✓VDO elec. pressure gauge 12V 300°F	18.95	
✓VDO AMP gauge	13.95	
VDO vacuum gauge	27.95	
Single gauge mounting bracket	2.75	
✓VDO elec. temperature gauge	18.95	
Westline exhaust gauge	16.80	
Westline cylinder head temp. gauge	16.80	
Westline oil temp. gauge	16.80	
Degree plate	2.50	
Fan belt	5.00	
Black anodized valve covers	28.50	pair
Stainless steel exhaust studs (4)	15.95	
Oil adapter #5072	19.95	
Oil adapter #13240	12.95	
Oil adapter #13252	19.95	
Oil adapter #13256	13.95	

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Air cleaner chrome	6.95	
Holley carbs 2-brl 350 CFM	76.00	
2-brl 500 CFM modified	86.00	
4-brl 390 CFM modified	92.00	
Oil cooler kit #4140 8-pass w/fittings	104.95	
Manifold #CH20100	24.95	
Manifold #CH20200	64.50	
Close ratio gear (main)	175.00	

STOCK	CLOSE RATIO
1st 3.20-1	2.54-1
2nd 2.19-1	1.80-1
3rd 1.44-1	1.32-1
4th 1.00-1	1.00-1

Uni-syn	11.95	
Spark plug holder	3.50	
Dual mufflers #3651	72.70	
Rear lower control arm bracket	24.75	
Metallic brake linings (4)	44.00	
Marchal air horns	24.50	
Steering damper	20.00	
Bilstein shocks Rally Rear #342493 65-69	37.50	each
Front 317548 65-69	42.75	each
Koni shocks rear	35.00	each
Koni shocks front	33.00	each
GM shocks P-1003 60-64 front	7.50	each
P-1090 65-69 front	7.50	each
P-1068 60-64 rear	7.50	each
P-1091 65-69 rear	7.50	each
P-2004 60-64 frt heavy duty	10.00	each
P-2031 65-69 frt heavy duty	10.00	each
P-2068 65-69 rear heavy duty	10.00	each
Fast steering arms	24.75	
GT suspension (competition type)	45.00	
Quick shift kit	11.50	
Black 2-qt capacity oil pan #T-10-8944A	28.50	
Vinyl Tops		
VT-7 Avacado	18.00	
VT-3 Medium Brown	18.00	
VT-2 Saddle Tan	18.00	
VT-8 Red Burgundy	18.00	
Corvair Belt Buckles	6.00	
How to Keep Your Corvair Alive:by Richard Finch	9.95	
Assassination of the Corvair:by Andy White	3.00	
The Phoenix Brochure:by John Fitch	.25	
60-69 Corvair Auto Book:by Ken Ball (OUT OF PRINT)	9.95	
Convertible Top Installation Guide	3.50	
Heavy Duty clutch pressure plate/disc	27.50	exchange
Dimming rings for gauges (set of 2)	3.95	
VDO pressure sender	19.95	
VDO temperature sender	8.25	
Corvair Owners Handbook	5.00	
Corvair Repair & Tuneup Guide:by Chilton	9.00	
The Milestone Car	3.50	
How to Hotrod VW Engines	5.00	

1960 Helm Manual #S&M21	5.50
1961 Helm Manual #S&M34	6.25
62-63 " " #ST-20	4.25
1964 " " #ST-33	4.25
1965 " " #ST-59	6.25
1966 " " #ST-74	3.50
1967 " " #ST132-67	3.50
1968 " " #ST132-68	3.50
1969 " " #ST132-69	3.50
Race Prep Reference	12.50
Handling & Control	12.50
Basic Bodywork & Painting:by Petersen	5.95
Auto Body Repairing & Repainting:by Toboldt	6.50
Holley Carb	5.00
How to Hotrod Big Block Chevys	5.00
Baja-Prepping VW Sedans & Dune Buggies	5.00
Off Road Handbook	5.95
Turbochargers	4.95
How to Select & Install Turbos	5.00
Rochester Carbs	6.95
Economy Driving	4.95
Chassis Adjustment	12.50
How to Hotrod Corvairs	4.50
Rallying to Win:by Calvin	8.95
How to Win At Slolom & Autocross:by Pagel	3.95
Automobile Restoration Guide:by Nowak	3.95
Console 3 angled-opening gauge bracket	9.95